

# NACOmatic

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GA Min Alt#4 -	4	DQH -	364
GA Min Rdr#4 -	9	EZM -	371
GA Min TO#4 -	15	FFC -	195
09J -	417	FTY -	201
15J -	38	FZG -	379
16J -	359	GVL -	391
17J -	361	HOE -	410
18A -	294	HQU -	545
19A -	414	IIY -	594
27A -	376	JES -	419
2J5 -	472	JYL -	535
3J7 -	395	JZP -	412
47A -	296	LGC -	425
48A -	319	LHW -	387
4A4 -	313	LSF -	381
4A7 -	404	LZU -	428
4J2 -	483	MAC -	438
4J6 -	526	MCN -	443
52A -	451	MGE -	453
53A -	476	MGR -	479
6A1 -	283	MHP -	467
6A2 -	399	MLJ -	469
70J -	285	MQW -	464
7A9 -	491	OKZ -	503
9A1 -	339	OPN -	538
9A5 -	423	PDK -	213
ABY -	40	PIM -	489
ACJ -	51	PUJ -	347
AGS -	236	PXE -	484
AHN -	54	RMG -	494
AJR -	335	RVJ -	492
AMG -	49	RYY -	226
ATL -	63	SAV -	507
AYS -	597	SBO -	530
AZE -	408	SSI -	280
BGE -	266	SVN -	518
BHC -	270	TBR -	528
BIJ -	273	TMA -	553
BQK -	276	TOC -	557
BXG -	601	TVI -	542
CCO -	189	VAD -	561
CKF -	328	VDI -	582
CSG -	322	VLD -	576
CTJ -	299	VPC -	304
CWV -	316	WDR -	604
CXU -	291	WRB -	584
CZL -	288		
D73 -	474		
DBN -	367		
DNL -	254		
DNN -	356		

## INSTRUMENT APPROACH PROCEDURE CHARTS

## A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

## ALABASTER, AL

SHELBY COUNTY ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
VOR-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

## ALBANY, GA

SOUTHWEST GA. RGNL ... ILS or LOC Rwy 4  
LOC BC Rwy 22  
NDB Rwy 4  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 34  
VOR or TACAN Rwy 16

Category D, 800-2½.

## ALBERTVILLE, AL

ALBERTVILLE RGNL-THOMAS J  
BRUMLIK FLD ..... RNAV (GPS) Rwy 23  
NA when local weather not available.

## ALMA, GA

BACON COUNTY ..... RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33  
NA when local weather not available.

## ANNISTON, AL

ANNISTON  
METROPOLITAN ..... ILS or LOC Rwy 5<sup>1</sup>  
NDB Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 5<sup>1</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

<sup>2</sup>Categories A, B, 1000-2; Categories C, D,  
1000-3.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3.

## NAME ALTERNATE MINIMUMS

## ATHENS, GA

ATHENS/  
BEN EPPS ..... ILS or LOC/DME Rwy 27  
RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 20  
RNAV (GPS) Rwy 27  
VOR Rwy 2  
VOR Rwy 27

NA when local weather not available.

## ATLANTA, GA

DEKALB-PEACHTREE .. ILS or LOC Rwy 20L<sup>1</sup>  
RNAV (GPS) Rwy 20L<sup>2</sup>  
RNAV (GPS) Rwy 27<sup>2</sup>  
VOR/DME Rwy 20L<sup>2</sup>  
VOR/DME Rwy 27<sup>2</sup>

<sup>1</sup>NA when control zone not in effect.

<sup>2</sup>NA when local weather not available.

## FULTON COUNTY AIRPORT-

BROWN FIELD ..... ILS Rwy 8<sup>1</sup>  
NDB Rwy 8<sup>24</sup>  
RNAV (GPS) Rwy 26<sup>34</sup>  
RNAV (GPS) Y Rwy 8<sup>34</sup>  
VOR-A<sup>5</sup>

<sup>1</sup>ILS, Categories A,B, 800-2; Category C,  
800-2½; Category D, 800-2½. LOC,  
Category C, 800-2¾; Category D, 800-2½.

<sup>2</sup>Category C, 800-2¾; Category D, 800-2½.

<sup>3</sup>Category D, 800-2¾.

<sup>4</sup>NA when local weather not available.

<sup>5</sup>Categories A,B, 1100-2; Categories C,D,  
1100-3.

## NEWMAN COWETA

COUNTY ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**ATLANTA, GA (CON'T)**

PEACHTREE CITY-

FALCON FIELD ..... RNAV (GPS) Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 31

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

**AUBURN, AL**

AUBURN-OPELIKA

ROBERT G PITTS ..... ILS or LOC Rwy 36  
RNAV (GPS) Rwy 36

NA when local weather not available.

**AUGUSTA, GA**

AUGUSTA RGNL

AT BUSH FIELD ..... ILS or LOC Rwy 17<sup>1</sup>  
ILS or LOC Rwy 35<sup>23</sup>  
RADAR-1

NA when control tower closed.

<sup>1</sup>ILS, 700-2.

<sup>2</sup>Categories A,B,C,D, 700-2.

<sup>3</sup>NA when local weather not available.

**BIRMINGHAM, AL**

BIRMINGHAM-SHUTTLESWORTH

INTL ..... LOC Rwy 18<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>3</sup>  
RNAV (GPS) Rwy 36<sup>4</sup>

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Categories A, B, C, 900-2; Category D, 900-2½.

<sup>3</sup>Category E, 800-2½.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

**BRUNSWICK, GA**

BRUNSWICK

GOLDEN ISLES ..... ILS or LOC Rwy 7  
RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
VOR/DME-B

NA when local weather not available.

**CARROLLTON, GA**

WEST GEORGIA RGNL-

O V GREY FIELD ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**CARTERSVILLE, GA**

CARTERSVILLE ..... LOC Rwy 19<sup>12</sup>  
RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>1</sup>  
VOR/DME-A<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Category C, 900-2½; Category D, 900-2½.

<sup>2</sup>NA when FBO closed.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

**CLAXTON, GA**

CLAXTON-EVANS

COUNTY ..... RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2½.

**CLAYTON, AL**

CLAYTON MUNI ..... RNAV (GPS) Rwy 27  
VOR/DME Rwy 27

NA when local weather not available.

**COLUMBUS, GA**

COLUMBUS

METROPOLITAN ..... ILS or LOC Rwy 6  
VOR-A

NA when control tower closed.

**CORDELE, GA**

CRISP COUNTY-

CORDELE ..... NDB Rwy 10  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 28  
VOR/DME Rwy 23

NA when local weather not available.

**CULLMAN, AL**

FOLSOM FIELD ..... RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20

NA when local weather not available.

**DALTON, GA**

DALTON MUNI ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

**DECATUR, AL**

PRYOR FIELD RGNL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR Rwy 18<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS  
**DOTHAN, AL**  
 DOTHAN RGNL ..... ILS or LOC Rwy 14  
    ILS or LOC Rwy 32  
    RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 32  
    VOR or TACAN-A

NA when control tower closed.  
 NA when local weather not available.

**DOUGLAS, GA**  
 DOUGLAS MUNI ..... RNAV (GPS) Rwy 4  
    RNAV (GPS) Rwy 22  
 NA when local weather not available.

**DUBLIN, GA**  
 W H 'BUD' BARRON ..... RNAV (GPS) Rwy 2'  
    RNAV (GPS) Rwy 20'  
    VOR-A<sup>2</sup>

NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.  
<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

**ELBERTON, GA**  
 ELBERT CO-  
 PATZ FIELD ..... RNAV (GPS) Rwy 10  
    RNAV (GPS) Rwy 28  
    VOR/DME Rwy 10  
 NA when local weather not available.

**EVERGREEN, AL**  
 MIDDLETOWN FIELD ..... RNAV (GPS) Rwy 1  
    RNAV (GPS) Rwy 10  
    RNAV (GPS) Rwy 19  
    RNAV (GPS) Rwy 28  
    VOR/DME Rwy 10  
 NA when local weather not available.

**FAIRHOPE, AL**  
 H L SONNY CALLAHAN .... RNAV (GPS) Rwy 1  
    RNAV (GPS) Rwy 19  
    VOR/DME-A  
 NA when local weather not available.

**FLORALA, AL**  
 FLORALA MUNI ..... RNAV (GPS) Rwy 22  
 NA when local weather not available.

**FORT STEWART (HINESVILLE), GA**  
 WRIGHT AAF (FORT STEWART)/  
 MIDCOAST RGNL ..... NDB Rwy 33R  
    RNAV (GPS) Rwy 6L  
    RNAV (GPS) Rwy 33R  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**GADSDEN, AL**  
 NORTHEAST  
 ALABAMA RGNL ..... RNAV (GPS) Rwy 6  
    RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 24  
    RNAV (GPS) Rwy 36'  
    VOR Rwy 6

NA when local weather not available.  
<sup>1</sup>Categories A,B, 1100-2; Categories C,D, 1100-3.

**GAINESVILLE, GA**  
 LEE GILMER  
 MEMORIAL ..... ILS or LOC/DME Rwy 5'  
    NDB Rwy 5<sup>2</sup>  
    RNAV (GPS) Rwy 5<sup>2</sup>  
    RNAV (GPS) Rwy 23<sup>2</sup>

NA when local weather not available.  
<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.  
<sup>2</sup>Category D, 800-2½.

**GREENVILLE, AL**  
 MAC CRENSHAW  
 MEMORIAL ..... RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 32  
 Category D, 800-2¼.

**GULF SHORES, AL**  
 JACK EDWARDS ..... RNAV (GPS) Rwy 9  
    RNAV (GPS) Rwy 27  
 NA when local weather not available.

**HUNTSVILLE, AL**  
 HUNTSVILLE INTL-CARL T. JONES  
 FIELD ..... ILS or LOC Rwy 18L<sup>124</sup>  
    ILS or LOC Rwy 18R<sup>124</sup>  
    ILS or LOC Rwy 36L<sup>124</sup>  
    ILS or LOC Rwy 36R<sup>124</sup>  
    RADAR-1<sup>13</sup>  
    RNAV (GPS) Rwy 18L<sup>45</sup>  
    RNAV (GPS) Rwy 18R<sup>45</sup>  
    RNAV (GPS) Rwy 36L<sup>45</sup>  
    RNAV (GPS) Rwy 36R<sup>45</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 700-2; Category E, 700-2¼.  
 LOC, Category E, 800-2¼.  
<sup>3</sup>Category E, 800-2½.  
<sup>4</sup>NA when local weather not available.  
<sup>5</sup>Category E, 800-2¼.



NAME ALTERNATE MINIMUMS

**TALLADEGA, AL**

TALLADEGAMUNI ..... RNAV (GPS) Rwy 3<sup>1</sup>  
RNAV (GPS) Rwy 21<sup>1</sup>  
VOR-A<sup>2</sup>  
VOR/DME Rwy 3<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2¼.

**THOMASTON, GA**

THOMASTON-UPSON

COUNTY ..... RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30

NA when local weather not available.

**TROY, AL**

TROY MUNI ..... ILS or LOC Rwy 7<sup>1</sup>  
NDB Rwy 7  
RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 25  
RNAV (GPS) Rwy 32

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

**TUSCALOOSA, AL**

TUSCALOOSARGNL ..... ILS Rwy 4<sup>12</sup>  
RNAV (GPS) Rwy 4<sup>3</sup>  
RNAV (GPS) Rwy 11<sup>3</sup>  
RNAV (GPS) Rwy 22<sup>3</sup>  
RNAV (GPS) Rwy 29<sup>3</sup>  
VOR or TACAN Rwy 4<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>700-2.

<sup>3</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS

**VALDOSTA, GA**

VALDOSTA RGNL ..... ILS or LOC Rwy 35<sup>1</sup>  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR Rwy 17  
VOR Rwy 35

NA when local weather not available.

<sup>1</sup>ILS, LOC, Category E, 900-3.

**VIDALIA, GA**

VIDALIA RGNL ..... RNAV (GPS) Rwy 24  
NA when local weather not available.

**WAYCROSS, GA**

WAYCROSS-WARE  
COUNTY ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

**WINDER, GA**

NORTHEAST GEORGIA  
RGNL ..... RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31

NA when local weather not available.

# RADAR INSTRUMENT APPROACH MINIMUMS

## AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV 145

## AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	17		AB	<b>660</b> /24	515 (600-½)	C	<b>660</b> /50	515 (600-1)
			D	<b>660</b> /60	515 (600-1¼)			
	35		AB	<b>700</b> /24	564 (600-½)	C	<b>700</b> /50	564 (600-1)
			D	<b>700</b> /60	564 (600-1¼)			
CIRCLING			AB	<b>780</b> -1	635 (700-1)	C	<b>780</b> -1¼	635 (700-1¼)
			D	<b>780</b> -2	635 (700-2)			

When control tower closed, procedure NA.

## AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV 423

## DANIEL FIELD

RADAR- 126.8 270.3 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29		AB	<b>860</b> -1	438 (500-1)	C	<b>860</b> -1¼	438 (500-1¼)
			D	<b>860</b> -1½	438 (500-1½)			
	11		AB	<b>920</b> -1	498 (500-1)	C	<b>920</b> -1¼	498 (500-1¼)
			D	<b>920</b> -1½	498 (500-1½)			
CIRCLING			AB	<b>920</b> -1	498 (500-1)	C	<b>920</b> -1½	498 (500-1½)
			D	<b>1020</b> -2	597 (600-2)			


When Augusta control tower not in operation, procedure not authorized.  
Tower 607 MSL 2333' north of Rwy 29.



# RADAR INSTRUMENT APPROACH MINIMUMS

**CAIRNS AAF (KOZR)**, AL (Fort Rucker) (Orig A 09071 USA)

**ELEV 301**

**RADAR<sup>1</sup> - (E)** (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°)  
(121.1 319.25 341°-020°)  **NA**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	6 <sup>2</sup>	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6 <sup>2</sup>		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

<sup>1</sup>Vis reduction by copters NA. <sup>2</sup>When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

**DOBBINS ARB (KMGE)**, GA (Marietta) (Amdt 2, 09183 USAF)

**RADAR<sup>1</sup> - Ctc ATLANTA APP CON (E)** 121.0 268.7 

**ELEV 1068**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	29 <sup>3</sup>	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11 <sup>4</sup>	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11 <sup>6</sup>		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29 <sup>5</sup>		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR <sup>7</sup>	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

<sup>1</sup>Opr 1200-0400Z++. <sup>2</sup>No-NOTAM MP 1100-1530Z++ Mon-Tue. <sup>3</sup>When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. <sup>4</sup>When ALS inop, increase RVR to 60 and vis to 1¼ miles. <sup>5</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. <sup>6</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. <sup>7</sup>CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

# RADAR INSTRUMENT APPROACH MINIMUMS

**HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41**

**RADAR - (E) 127.65 143.2 307.125 317.475**  **NA** Pro NA when Hunter Ctl Twr clsd.

				DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH) <sup>1 2</sup>						
ASR	RWY 10 <sup>3</sup>	GS/TCH/RPI	CAT AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR <sup>4</sup>	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER) <sup>5</sup>						
PAR	10 <sup>6</sup>	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)


Opr 1100-0500Z++. <sup>2</sup>Wx radar avbl. <sup>3</sup>For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. <sup>4</sup>Circling NA N of Rwy 10-28 for CAT D. <sup>5</sup>Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. <sup>6</sup>Inop table does not apply to ALSF.

## HUNTSVILLE, AL

Amdt 9A, JUN 30, 2006 (FAA)

ELEV 629

## HUNTSVILLE INTL-CARL T. JONES FIELD

**RADAR- 125.6 354.1** 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS		CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	
ASR	36R		AB	1000- <sup>1</sup> / <sub>2</sub>	405	(500- <sup>1</sup> / <sub>2</sub> )	C	1000- <sup>3</sup> / <sub>4</sub>	405	(500- <sup>3</sup> / <sub>4</sub> )
			DE	1000-1	405	(500-1)				
	36L		ABC	960- <sup>1</sup> / <sub>2</sub>	345	(400- <sup>1</sup> / <sub>2</sub> )	DE	960-1	345	(400-1)
	18R		AB	1060/24	431	(500- <sup>1</sup> / <sub>2</sub> )	C	1060/40	431	(500- <sup>3</sup> / <sub>4</sub> )
			DE	1060/50	431	(500-1)				
	18L		AB	1160- <sup>1</sup> / <sub>2</sub>	551	(600- <sup>1</sup> / <sub>2</sub> )	C	1160-1	551	(600-1)
			D	1160-1 <sup>1</sup> / <sub>4</sub>	551	(600-1 <sup>1</sup> / <sub>4</sub> )	E	1160-1 <sup>1</sup> / <sub>2</sub>	551	(600-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING			AB	1160-1	531	(600-1)	C	1160-1 <sup>1</sup> / <sub>2</sub>	531	(600-1 <sup>1</sup> / <sub>2</sub> )
			D	1240-2	611	(700-2)	E	1240-2 <sup>1</sup> / <sub>4</sub>	611	(700-2 <sup>1</sup> / <sub>4</sub> )

Category E circling not authorized East of Rwy 18L/36R.

For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to <sup>1</sup>/<sub>4</sub> mile.

For inoperative MALSR, increase S-ASR 18L, Cat E visibility <sup>1</sup>/<sub>2</sub> mile, S-ASR 36R Cat D visibility <sup>1</sup>/<sub>4</sub> mile, Cat E <sup>1</sup>/<sub>2</sub> mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

# RADAR INSTRUMENT APPROACH MINIMUMS

**LAWSON AAF(KLSF)**, (FORT BENNING), GA (Columbus) (Amdt2,07074USA) **ELEV232**

**RADAR<sup>1</sup>** - Ctc ATLANTA APP CON (E) (125.5 323.1 241°-360°) (126.55 353.75 001°-150°)

(126.025 285.525 151°-240°)   NA When tower closed.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
<b>RADAR 2 (ATLANTA)</b>						
ASR	33 <sup>2</sup>		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR <sup>3</sup>	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

<sup>1</sup>Opr 1300-2100Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. <sup>2</sup>For inop SALSF, increase CAT D vis to 2 miles. <sup>3</sup>Cir NA E of Rwy 15-33.

**MAXWELL AFB (KMXF)**, AL (Montgomery) (06271 USAF)

**ELEV 171**

**RADAR<sup>1</sup>** - 121.2 363.025S 380.225N 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR <sup>2</sup>	15 <sup>4</sup>		ABCD	560/40	389	(400-¾)
	33		AB	800-1¼	634	(700-1¼)
			C	800-1¾	634	(700-1¾)
			D	800-2	634	(700-2)
CIR <sup>3</sup>	15		AB	680-1¼	509	(600-1¼)
			C	680-1½	509	(600-1½)
			D	740-2	569	(600-2)
	33		AB	800-1¼	629	(700-1¼)
			C	800-1¾	629	(700-1¾)
			D	800-2	629	(700-2)

<sup>1</sup>Opr 1400-0350Z++. <sup>2</sup>5 min PN rqr for practice ASR apch. <sup>3</sup>Cir not auth E of Rwy 15-33. <sup>4</sup>When ALS inop, increase CAT ABCD RVR to 60 and vis to 1¼ miles.

# RADAR INSTRUMENT APPROACH MINIMUMS

## MOBILE, AL MOBILE RGNL RADAR- 118.5 269.3

Amdt. 4A, JUL 6, 2006 (FAA)

ELEV 218

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	32		AB	<b>660</b> -½	441 (500-½)	C	<b>660</b> -¾	441 (500-¾)
			DE	<b>660</b> -1	441 (500-1)			
	14		AB	<b>640</b> /24	425 (500-½)	C	<b>640</b> /40	425 (500-¾)
			DE	<b>640</b> /50	425 (500-1)			
CIRCLING			AB	<b>680</b> -1	461 (500-1)	C	<b>680</b> -1½	461 (500-1½)
			D	<b>780</b> -2	561 (600-2)		NA	

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSRS.

For inoperative MALSRS, increase S-32 Category E visibility to 1½ miles.

## MONTGOMERY, AL MONTGOMERY RGNL (DANNELLY FIELD) RADAR- 121.2 380.225 ▽

Amdt. 8A, SEP 15, 1993 (FAA)

ELEV 221

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	10		ABC	<b>600</b> /40	381 (400-¾)	DE	<b>600</b> /50	381 (400-1)
			ABC	<b>620</b> -¾	423 (400-¾)			423 (400-1)
CIRCLING			AB	<b>680</b> -1	459 (500-1)	C	<b>680</b> -1½	459 (500-1½)
			DE	<b>780</b> -2	559 (600-2)			

Procedure NA when control tower closed.

Category E circling NA north of runway 10-28.

Category D S-28 visibility increased ¼ mile for inoperative MALSRS.

Category E S-28 visibility increased ½ mile for inoperative MALSRS.

Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSRS.

## REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR<sup>1</sup>- (E) (125.6 354.1E) (118.05 239.0W) ▽ ▲ NA

ELEV 684

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	17 <sup>23</sup>	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

<sup>1</sup>GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. <sup>2</sup>When approach lights inoperative, increase CAT A, B visibility ¼ mile. <sup>3</sup>When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

# RADAR INSTRUMENT APPROACH MINIMUMS

## ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA)

ELEV 24

## ST MARYS

RADAR- 127.0 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	4		A	<b>640-1</b>	617 (700-1)	B	<b>640-1½</b>	617 (700-1½)
			C	<b>640-1¾</b>	617 (700-1¾)			
CIRCLING			AB	<b>680-1½</b>	656 (700-1½)	C	<b>680-1¾</b>	656 (700-1¾)

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

## TROY, AL

Amdt. 8, JAN 15, 2009 (FAA)

ELEV 398

## TROY MUNI

RADAR<sup>1</sup>- 121.1 319.25 ▽

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	7	2.9/51/1007	ABCD	<b>592-¾</b>	200 (200-¾)			
ASR	7		AB	<b>960-1</b>	568 (600-1)	C	<b>960-1½</b>	568 (600-1½)
			D	<b>960-1¾</b>	568 (600-1¾)			
CIRCLING			AB	<b>960-1</b>	562 (600-1)	C	<b>960-1½</b>	562 (600-1½)
			D	<b>980-2</b>	582 (600-2)			

When control tower closed, procedure not authorized. ASR utilizes PAR without glideslope.

## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

## ADEL, GA

## COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5**, multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15**, multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23**, multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33**, multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

## NAME TAKE-OFF MINIMUMS

## ALABASTER, AL

## SHELBY COUNTY (EET)

## AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1¼. **Rwy 34**, 300-1 w/min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16**, rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34**, rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

## ALBANY, GA

### SOUTHWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34**, 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 700 before turning left. **Rwy 34**, climb heading 344° to 700 before turning right.

NOTE: **Rwy 4**, multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' right of centerline, up to 79' AGL/275' MSL. **Rwy 16**, multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22**, tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL. **Rwy 34**, multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

## ALBERTVILLE, AL

### ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5**, trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23**, trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

## ALEXANDER CITY, AL

### THOMAS C. RUSSELL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1500 before turning on course.

## ALMA, GA

### BACON COUNTY

NOTE: **Rwy 33**, trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

## AMERICUS, GA

### SOUTHER FIELD

NOTE: **Rwy 5**, vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9**, trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23**, trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27**, vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

## ANDALUSIA/OPP, AL

### SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29**, multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

## ANNISTON, AL

### ANNISTON METROPOLITAN (ANB) AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23**, Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5**, tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23**, tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

## ATHENS, GA

ATHENS/BEN EPPS (AHN)

AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2**, trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL.

Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9**, tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20**, trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy 27**, trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

## ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1¾ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27**, 300-1¾.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1900 before proceeding south. **Rwy 27**, climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9**, trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27**, multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up to 100' AGL/1259' MSL.

## ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L**, 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R**, 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R**, std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1700 before proceeding on course. **Rwy 16**, climb heading 159° to 2000 before proceeding on course. **Rwy 20L**, climb heading 150° to 3100 before proceeding on course. **Rwy 20R**, climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27**, climb heading 268° to 1800 before proceeding on course. **Rwy 34**, for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2L**, terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL/1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R**, trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9**, vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16**, trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L**, trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R**, trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27**, vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34**, vehicles beginning 873' from departure end of runway, left and right of centerline, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61' AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.



## ATLANTA, GA (CON'T)

## FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14**, 400-1. **Rwy 32**, 700-3 or std. with a min. climb of 290' per NM to 1600.

**Rwys 26, 27**, 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9**, left turn, climb via heading 060° to 3100 before proceeding on course.

**Rwy 14**, climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course.

**Rwys 26, 27, 32**, climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

## ATLANTA, GA (CON'T)

## HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R**, 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L**, 300-1½ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R**, climb heading 092° to 1500 before turning right. **Rwy 9L**, climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L**, multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL.

**Rwy 8R**, Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L**, rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10**, tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL.

**Rwy 26L**, tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R**, multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL.

**Rwy 27L**, hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R**, tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL.

**Rwy 28**, catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

**ATLANTA, GA (CONT.)****NEWMAN-COWETA COUNTY**

DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32**, tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

**PEACHTREE CITY-FALCON FIELD**

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1.

**ATMORE, AL****ATMORE MUNI**

NOTE: **Rwy 18**, vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

**AUBURN, AL****AUBURN-OPELIKA ROBERT G. PITTS**

NOTE: **Rwy 18**, multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29**, multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36**, multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

**AUGUSTA, GA****AUGUSTA RGNL AT BUSH FIELD (AGS)****AMDT 13 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26**, 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8**, for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17**, climb heading 172° to 900 before turning east. **Rwy 26**, climb heading 262° to 1000 before turning east. **Rwy 35**, climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8**, numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17**, numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26**, numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

**AUGUSTA, GA (CON'T)****DANIEL FIELD (DNL)****AMDT 5 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. w/ min. climb of 385' per NM to 800. **Rwy 23**, 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 214° to 1300 before turning west. **Rwy 29**, climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5**, rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29**, numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

**BAINBRIDGE, GA**

DECATUR COUNTY INDUSTRIAL AIR PARK  
(BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14**, trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27**, trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

**BAXLEY, GA**

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 259° to 800 before turning north.

NOTE: **Rwy 8**, trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26**, trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

**BAY MINETTE, AL**

BAY MINETTE MUNI

NOTE: **Rwy 8**, brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26**, trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

**BESSEMER, AL**

BESSEMER

NOTE: **Rwy 5**, numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23**, terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

**BIRMINGHAM, AL**

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6**, 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18**, 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36**, 800-2.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1700 before turning on course. **Rwy 18**, climb runway heading to 2100 before turning on course.

**Rwy 24**, climb runway heading to 2100 before turning on course. **Rwy 36**, climb runway heading to 1700 before turning on course.

**BLAKELY, GA**

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL.

Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23**, trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628' right of centerline, up to 17' AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

**BREWTON, AL**

BREWTON MUNI

TAKE-OFF MINIMUMS: **Rwys 12, 24**, 300-1.

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 400 before turning southbound.

**BRUNSWICK, GA**

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline, 38' AGL/57' MSL. **Rwy 25**, multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50' AGL/74' MSL.

**MALCOLM-MCKINNON**

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34**, 400-1.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 400 before turning west.

**BUTLER, AL**

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11**, multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29**, multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

**BUTLER, GA**

BUTLER MUNI

NOTE: **Rwy 18**, numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

**CAIRNS AAF (KOZR)**

FORT RUCKER, AL . . . . . ORIG, 09127

**Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2:**

Standard. All other helipads, NA.

**DEPARTURE PROCEDURE: Helipad C:** Climb heading 178° to 1000 before proceeding on course.**Helipad G:** Climb heading 178° to 1000 before proceeding on course.

**TAKE-OFF OBSTACLES: Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75' AGL/344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

**CALHOUN, GA**

TOM B. DAVID FIELD

**TAKE-OFF MINIMUMS: Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

**DEPARTURE PROCEDURE: Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

**NOTE: Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL.

**Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

**CAMILLA, GA**

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

**DEPARTURE PROCEDURE: Rwy 8,** climb heading 081° to 1100 before turning right.

**NOTE: Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

**CANON, GA**

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

**TAKE-OFF MINIMUMS: Rwy 8,** 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

**NOTE: Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

**CANTON, GA**

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

**TAKE-OFF MINIMUMS: Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

**DEPARTURE PROCEDURE: Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

**NOTE: Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

**CARROLLTON, GA**

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

ORIG 09127 (FAA)

**TAKE-OFF MINIMUMS: Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

**DEPARTURE PROCEDURE: Rwy 35,** climb heading 348° to 1800 before turning east.

**NOTE: Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

**CARTERSVILLE, GA****CARTERSVILLE**

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19**, 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 007° to 2300 before proceeding on course. **Rwy 19**, climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1**, trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19**, terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

**CEDARTOWN, GA****POLK COUNTY AIRPORT - CORNELIUS****MOORE FIELD (4A4)****ORIG 09099 (FAA)**

NOTE: **Rwy 9**, trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27**, trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

**CENTRE, AL****CENTRE MUNI**

DEPARTURE PROCEDURE: **Rwy 27**, climb on runway heading to 1500 before turning left.

**CENTRE-PIEDMONT CHEROKEE COUNTY****RGNL (PYP)****ORIG 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 7**, Climb heading 067° to 1400 before turning South. **Rwy 25**, Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7**, multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25**, multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

**CENTREVILLE, AL****BIBB COUNTY (0A8)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28**, 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10**, brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28**, trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

**CLANTON, AL****GRAGG-WADE FIELD**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1000 before turning on course.

**CLAXTON, GA****CLAXTON-EVANS COUNTY (CWV)****ORIG 08269 (FAA)**

NOTE: **Rwy 9**, trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27**, trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

**CLAYTON, AL****CLAYTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27**, 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

## COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1700 before turning left. **Rwy 11**, climb heading 107° to 1200 before turning left. **Rwy 23**, climb heading 229° to 900 before proceeding on course. **Rwy 29**, climb heading 287° to 900 before turning right.

NOTE: **Rwy 5**, trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11**, mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23**, road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29**, ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

## COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24**, 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31**, 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 056° to 1400 before turning southbound. **Rwy 13**, climb via heading 070° to 1900 before turning southbound. **Rwy 24**, climb via heading 280° to 1900 before turning southeastbound. **Rwy 31**, climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6**, multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13**, antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24**, multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Tree 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31**, multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

**CORDELE, GA****CRISP COUNTY-CORDELE**

NOTE: **Rwy 5**, multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10**, multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23**, multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28**, multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

**CORNELIA, GA****HABERSHAM COUNTY**

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 240' per NM to 1900.

NOTE: **Rwy 6**, tower 1.22 NM from departure end of runway, 249' right of centerline, 380' AGL/1656' MSL. Tank, 1.62 NM northeast of departure end of runway, 2391' right of centerline, 177' AGL/1746' MSL.

**COURTLAND, AL****LAWRENCE COUNTY (9A4)****ORIG 09099 (FAA)**

NOTE: **Rwy 31**, trees 4244' from DER, 888' right of centerline, 100' AGL/699' MSL.

**COVINGTON, GA****COVINGTON MUNI (9A1)****AMDT 1 08325 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1 or std. w/min. climb of 259' per NM to 1100.

NOTE: **Rwy 10**, terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28**, trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

**CULLMAN, AL****FOLSOM FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1. **Rwy 20**, 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1500 before turning on course.

**DALLAS, GA****PAULDING COUNTY RGNL (PUJ)****ORIG 09071 (FAA)**

NOTE: **Rwy 13**, trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31**, trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

**DALTON, GA****DALTON MUNI**

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32**, climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32**, numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

**DAWSON, GA****DAWSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 600.

**DECATUR, AL****PRYOR FIELD RGNL**

NOTE: **Rwy 18**, multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36**, tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

**DEMOPOLIS, AL****DEMOPOLIS MUNI (DYA)****AMDT 1 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. w/min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22**, trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.



**DOBBINS ARB (KMGE)**

MARIETTA, GA . . . . . AMDT 3, 09183

**Rwy 29**, 900-3\*

\*Or standard with minimum climb of 290/NM to 2300.

**TAKE-OFF OBSTACLES:** **Rwy 29:** 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11:** 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

**DONALSONVILLE, GA**

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

**NOTE:** **Rwy 18**, trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL.

**Rwy 36**, trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

**DOTHAN, AL**

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

**NOTE:** **Rwy 18**, trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32**, trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36**, trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

**DOUGLAS, GA**

DOUGLAS MUNI

**TAKE-OFF MINIMUMS:** **Rwy 4**, 600-2 or std. with a min. climb of 230' per NM to 1000.

**NOTE:** **Rwy 4**, tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

**DUBLIN, GA**

W. H. "BUD" BARRON

**NOTE:** **Rwy 2**, trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20**, trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14**, trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32**, trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

**EASTMAN, GA**

HEART OF GEORGIA RGNL

**NOTE:** **Rwy 2**, trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20**, trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

**ELBERTON, GA**

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

**NOTE:** **Rwy 10**, tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28**, tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

**ENTERPRISE, AL**

ENTERPRISE MUNI (EDN)

ORIG 09239 (FAA)

**NOTE:** **Rwy 5**, trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL.

**Rwy 23**, trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

**EUFAULA, AL**

WEEDON FIELD

**DEPARTURE PROCEDURE:** **Rwys 18, 36**, climb runway heading to 1000 before turning westbound.



**EVERGREEN, AL**

MIDDLETON FIELD (GZH)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1¾ or std. w/ min. climb of 260' per NM to 600.DEPARTURE PROCEDURE: **Rwy 19**, climb heading 183° to 800 before turning left.

NOTE: **Rwy 1**, trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10**, trees and terrain beginning 41' from departure end of runway, 21' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19**, trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL. **Rwy 28**, tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

**FAIRHOPE, AL**

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

**FAYETTE, AL**

RICHARD ARTHUR FIELD (M95)

AMDT 1 08045 (FAA)

NOTE: **Rwy 18**, 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36**, 300-1 or std. w/ min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18**, terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36**, tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

**FITZGERALD, GA**

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 500-1.DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 900 before turning right.**FLORALA, AL**

FLORALA MUNI (0J4)

ORIG 09183 (FAA)

NOTE: **Rwy 4**, trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22**, trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

**FOLEY, AL**

FOLEY MUNI (5R4)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36**, trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

**FORT PAYNE, AL**

ISBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. with a min. climb of 375' per NM to 1500. **Rwy 22**, 600-3 or std. with a min. climb of 265' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 4, 22**, climb runway heading to 2000 before turning on course.

**FORT STEWART (HINESVILLE), GA**

WRIGHT AAF (FORT STEWART)/MIDCOAST  
RGNL (LHW)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L**, NA-  
Obstacles.

NOTE: **Rwy 6L**, trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L**, trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R**, trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R**, trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

**GADSDEN, AL**

NORTHEAST ALABAMA RGNL (GAD)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 290' per NM to 2200 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 061° to 1300 before proceeding on course. **Rwy 18**, for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24**, climb heading 241° to 2000 before proceeding on course. **Rwy 36**, climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18**, trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24**, trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36**, trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

**GAINESVILLE, GA**

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 2100 before proceeding on course. **Rwy 11**, climb heading 110° to 1900 before turning north. **Rwy 23**, climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5**, multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL.

**Rwy 11**, trees 770' from departure end of runway, on centerline, 60' AGL/1317' MSL. **Rwy 23**, multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29**, trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

**GREENSBORO, GA**

GREENE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24**, 400-2 or std. with a min. climb of 380' per NM to 1000.

**GREENVILLE, AL**

MAC CRENSHAW MEMORIAL

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course, **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

**GRIFFIN, GA**

GRIFFIN-SPALDING COUNTY

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1200 before turning left.

**GULF SHORES, AL**

JACK EDWARDS

NOTE: **Rwy 17**, multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27**, multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35**, multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

## GUNTERSVILLE, AL

### GUNTERSVILLE MUNI-JOE STARNES FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21**, std. w/min. climb of 496' per NM to 2500, or 300-1½ w/min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21**, climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3**, multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL.

**Rwy 21**, multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

## HALEYVILLE, AL

### POSEY FIELD

TAKE-OFF MINIMUMS: **Rwys 18,36**, 200-1.

## HAMILTON, AL

### MARION COUNTY-RANKIN FITE

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 500-1.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before making turn.

## HAMPTON, GA

### CLAYTON COUNTY-TARA FIELD

NOTE: **Rwy 6**, trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24**, trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

## HANCHEY AHP (KHEY)

FORT RUCKER, AL. . . . . ORIG, 08325

**Rwy 17**, 35 standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17**: Climb hdg 182° to 800 before proceeding on course. **Rwy 35**: Climb hdg 002° to 800 before proceeding on course.

## HARTSELLE, AL

### HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 500-2½ or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18**, trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36**, trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

## HAZLEHURST, GA

### HAZLEHURST (AZE)

ORIG 08157 (FAA)

NOTE: **Rwy 14**, trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32**, trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

## HEADLAND, AL

### HEADLAND MUNI

NOTE: **Rwy 9**, trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27**, road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

## HUNTER AAF (KSVN) AMDT 2 03191

### SAVANNAH, GA

. . . . . **Rwy 28**, 300-1\*

\* Or standard with minimum climb of 340'/NM to 400.

**Rwy 28**, climbing left turn hdg 230° to 1700 before proceeding on course.

## HUNTSVILLE, AL

### HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36L/R**, climb runway heading to 800 before turning.

### MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climbing left turn heading 360° to 1500 before turning on course. **Rwy 36**, climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36**, tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

## JASPER, AL

### WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9,27**, climb runway heading to 1000 before turning south.

**JASPER, GA****PICKENS COUNTY**

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1 or std. w/min. climb of 255' per NM to 1800, or alternatively, w/standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 163° to 3000 before turning. **Rwy 34**, climb heading 343° to 3100 before turning.

NOTE: **Rwy 16**, numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34**, pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

**JEFFERSON, GA****JACKSON COUNTY (19A)****AMDT 2 09295 (FAA)**

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 168° to 2500 before turning. **Rwy 35**, climb heading 348° to 2500 before turning.

NOTE: **Rwy 17**, scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pylons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35**, trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

**JEKYLL ISLAND, GA****JEKYLL ISLAND (09J)****ORIG 08045 (FAA)**

NOTE: **Rwy 18**, Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

**JESUP, GA****JESUP-WAYNE COUNTY (JES)****ORIG 09295 (FAA)**

NOTE: **Rwy 11**, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29**, trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

**LAFAYETTE, GA****BARWICK LAFAYETTE (9A5)****AMDT 1 09015 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 20**, 500-3 or std. w/min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before proceeding on course. **Rwy 20**, climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2**, train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20**, train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

**LAGRANGE, GA****LAGRANGE-CALLAWAY**

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

**LANETT, AL****LANETT MUNI**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 500' per NM to 900.

**LAWRENCEVILLE, GA****GWINNETT COUNTY-BRISCOE FIELD**

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1400 before turning left.

**LAWSON AAF, (KLSF)****FORT BENNING (COLUMBUS), GA . . .**

07158

**Rwy 15**, Standard  
**Rwy 33**, 400-2\*

\*Or standard with minimum climb of 300'/NM to 1000. **Rwy 15**, climb via heading 150° to 2000 before turning left.

**Rwy 33**, Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

## LOWE AHP (KLOR)

FORT RUCKER, AL. . . . . ORIG, 09211

**Helipad 6L, 24R, 18R, ECHO, BRAVO** standard.**All other helipads NA.**DEPARTURE PROCEDURE: **Helipad 6L:** Climb hdg 063° to 700 before proceeding on course. **Helipad 24R:** Climb hdg 243° to 700 before proceeding on course.**Helipad 18R:** Hover at 274' MSL/30' AGL, then climbhdg 183° to 700 before proceeding on course. **Helipad****ECHO:** Climb hdg 125° to 700 before proceeding oncourse. **Helipad BRAVO:** Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

## MACON, GA

## MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15**, 500-1 or std. with a min. climb of 470' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1100 before turning north. **Rwy 15**, climb runway heading to 1400 before turning south.)

## MACON, GA (CON'T)

## MIDDLE GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 210' per NM to 1500, or 1300-2½ for climb in visual conditions. **Rwy 23**, 300-1¼ or std. with a min. climb of 204' per NM to 700.DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions: Cross Middle Georgia Rgnl at or above 1200.

NOTE: **Rwy 5**, aircraft equipment 111' from departure end of runway, 506' right of centerline, 12' AGL/364' MSL. Antenna on building 525' from departure end of runway, 308' right of centerline, 16' AGL/371' MSL, railroad 837' from departure end of runway, 580' right of centerline, 25' AGL/383' MSL. Railroad 999' from departure end of runway, 8' right of centerline, 25' AGL/383' MSL. Tree 1151' from departure end of runway, 372' left of centerline, 49' AGL/407' MSL, pole 1076' from departure end of runway, 653' left of centerline, 36' AGL/397' MSL. Tree 1216' from departure end of runway, 587' left of centerline, 52' AGL/413' MSL. Tree 2378' from departure end of runway, 847' left of centerline, 67' AGL/432' MSL. Tree 2577' from departure end of runway, 730' left of centerline, 78' AGL/436' MSL, 2669' from departure end of runway, 470' left of centerline, 66' AGL/431' MSL. Tree 2944' from departure end of runway, 674' right of centerline, 80' AGL/432' MSL. **Rwy 13**, tree 280' from departure end of runway, 355' left of centerline, 48' AGL/390' MSL. Tree 389' from departure end of runway, 425' left of centerline, 47' AGL/389' MSL. Railroad 529' from departure end of runway, 290' left of centerline, 31' AGL/529' MSL. Tree 711' from departure end of runway, 537' left of centerline, 87' AGL/429' MSL, tree 996' from departure end of runway, 534' left of centerline, 85' AGL/427' MSL. Tree 1022' from departure end of runway, 402' left of centerline, 80' AGL/418' MSL. Tree 1216' from departure end of runway, 283' left of centerline, 62' AGL/400' MSL, tree 2154' from departure end of runway, 138' right of centerline, 69' AGL/401' MSL, tree 2577' from departure end of runway, 286' right of centerline, 82' AGL/411' MSL. **Rwy 23**, tree 7' from departure end of runway, 367' right of centerline, 71' AGL/342' MSL. Tree 202' from departure end of runway, 477' left of centerline, 51' AGL/340' MSL. Tree 1719' from centerline, 355' left of centerline, 69' AGL/380' MSL. Tree 1803' from departure end of runway, 662' left of centerline, 97' AGL/383' MSL. Tree 1.5 NM from departure end of runway, 984' left of centerline, 98' AGL/564' MSL. **Rwy 31**, tree 925' from departure end of runway, 151' left of centerline, 66' AGL/391' MSL. Tree 1140' from departure end of runway, 399' left of centerline, 76' AGL/398' MSL, tree 1658' from departure end of runway, 480' right of centerline, 76' AGL/398' MSL. Tree 2158' from departure end of runway, 587' left of centerline, 89' AGL/423' MSL. Tree 2180' from departure end of runway 189' left of centerline, 92' AGL/424' MSL. Tree 2618' from departure end of runway, 55' left of centerline, 84' AGL/429' MSL.

**MAXWELL AFB (KMXF)**

MONTGOMERY, AL . . . . . AMDT 3, 09183

**Rwy 15**, 200-1¼

With minimum climb of 280 ft/NM to 1400.\*

\* Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15**: Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

**MCRAE, GA**

TELFAIR-WHEELER (MQW)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning abeam departure end of runway, 189' left of centerline, up to 100' AGL/289' MSL. Powerline left and right of centerline, beginning abeam departure end of runway, 404' left of centerline, up to 79' AGL/313' MSL. Trees beginning abeam departure end of runway, 222' right of centerline, up to 100' AGL/289' MSL. Vehicles on road abeam departure end of runway, 313' right of centerline, 15' AGL/204' MSL. **Rwy 21**, vehicles on road abeam departure end of runway, 301' left of centerline 15' AGL/224' MSL. Trees beginning 1683' from departure end of runway, 164' left of centerline, up to 100' AGL/309' MSL. Vehicles on road 124' from departure end of runway, 524' right of centerline, 15' AGL/224' MSL. Trees beginning 229' from departure end of runway, 530' right of centerline, up to 100' AGL/309' MSL. Vehicles on road 622' from departure end of runway, 222' right of centerline, 15' AGL/234' MSL. Trees beginning 929' from departure end of runway, on centerline, up to 100' AGL/329' MSL.

**METTER, GA**

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10**, vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28**, trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

**MILLEDGEVILLE, GA**

BALDWIN COUNTY

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 700 before turning. **Rwy 28**, climb runway heading to 1400 before turning right.

**MILLEN, GA**

MILLEN

NOTE: **Rwy 17**, trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35**, trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

**MOBILE, AL**

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 400-2¼ or std. w/ min. climb of 244' per NM to 500.DEPARTURE PROCEDURE: **Rwy 36**, climb heading 001° to 900 before turning right.

NOTE: **Rwy 18**, trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32**, sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36**, poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

**MOBILE RGNL (MOB)**

AMDT 1 08101 (FAA)

NOTE: **Rwy 14**, tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18**, multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departure end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36**, multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

**MONROE, GA**

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21**, trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

**MONROEVILLE, AL**

MONROE COUNTY (MVC)

ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21**, vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.



## MONTEZUMA, GA

DR. C.P. SAVAGE SR.

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

NOTE: **Rwy 18**, power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36**, trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

## MONTGOMERY, AL

MONTGOMERY RGNL

(DANNELLY FIELD)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-1 or std. with a min. climb of 350' per NM to 400.

## MOODY AFB (KVAD)

VALDOSTA, GA. . . . . AMDT 1, 08129

DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R**, Cross DER at or above 1' AGL/234' MSL.

TAKE-OFF OBSTACLES: **Rwy 18R**, Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L**, Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R**, Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

## MOULTRIE, GA

MOULTRIE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1, or std. with a min. climb of 370' per NM to 500.

## OZARK, AL

BLACKWELL FIELD

TAKE-OFF MINIMUMS: **Rwy 30**, 500-1

DEPARTURE PROCEDURE: **Rwy 30**, climb on runway heading to 1000 before turning northbound.

## PELL CITY, AL

ST CLAIR COUNTY (PLR)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. w/ min. climb of 312' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 205° to 1000 before turning east.

NOTE: **Rwy 3**, multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21**, multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

## PERRY, GA

PERRY-HOUSTON COUNTY (PXE)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 18**, vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36**, trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

## PINE MOUNTAIN, GA

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1.

DEPARTURE PROCEDURE: **Rwy 9**, left turn, climb to 2500 on 360° heading before proceeding on course.

## PLAINS, GA

PETERSON FIELD (7A9)

ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36**, trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

## PRATTVILLE, AL

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1 or std. with a min. climb of 600' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

## REDSTONE AAF (KHUA)

REDSTONE ARSENAL, AL . . . . . 09043

**Rwy 17**, 500-3\*  
**Rwy 35\*\***

\* Or standard with minimum climb rate of 240/NM to 1500.

\*\* Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17**, climb rwy hdg to 1700 before proceeding on course. **Rwy 35**, climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.

TAKE-OFF OBSTACLES: **Rwy 17**: Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

## REFORM, AL

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19**, 500-1 or std. with a min. climb of 420' per NM to 800.

NOTE: **Rwy 19**, tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

**REIDSVILLE, GA**

SWINTON SMITH FLD AT REIDSVILLE MUNI  
DEPARTURE PROCEDURE: **Rwy 11**, climb on runway  
heading to 700 before turning left.

**ROME, GA****RICHARD B. RUSSELL**

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum  
climb of 365' per NM to 2100, or 1500 - 2½ for climb in  
visual conditions. **Rwy 25**, standard with minimum climb  
of 430' per NM to 1900, or 1500 - 2½ for climb in visual  
conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25**, for climb in  
visual conditions cross Richard B. Russell airport at or  
above 2,000 MSL before proceeding on course. **Rwy 7**,  
climb heading 072° to 1400 before proceeding on  
course. **Rwy 19**, climb heading 187° to 1400 before  
proceeding on course.

NOTE: **Rwy 1**, tree 1,557' from departure end of runway,  
490' left of centerline, 42' AGL/671' MSL. Numerous  
trees beginning 4,577' from departure end of runway,  
250' left of centerline, up to 93' AGL/762' MSL. Tree  
3,650' from departure end of runway, 423' right of  
centerline, 78' AGL/727' MSL. **Rwy 7**, numerous trees  
beginning 103' from departure end of runway, 267' right  
of centerline, up to 70' AGL/689' MSL. Numerous trees  
beginning 38' from departure end of runway, 110' left of  
centerline, up to 72' AGL/609' MSL. Numerous trees  
beginning 929' from departure end of runway, 133' right  
of centerline, up to 76' AGL/685' MSL. Tree 2,145' from  
departure end of runway, 63' right of centerline, 78' AGL/  
687' MSL. Numerous trees beginning 1,716' from  
departure end of runway, 265' left of centerline, 92' AGL/  
691' MSL. **Rwy 19**, bush 91' from departure end of  
runway, 290' right of centerline, 3' AGL/642' MSL.  
Terrain 301' from departure end of runway, 342' right of  
centerline, 646' MSL. Tree 556' from departure end of  
runway, 602' right of centerline, 67' AGL/716' MSL. Tree  
904' from departure end of runway, 134' left of centerline,  
38' AGL/657' MSL. Tree 775' from departure end of  
runway, 501' left of centerline, 53' AGL/672' MSL. Tree  
3,025' from departure end of runway, 57' right of  
centerline, 88' AGL/717' MSL. Tree 2,980' from  
departure end of runway, 70' left of centerline 86' AGL/  
715' MSL. Numerous trees beginning 2,867' from  
departure end of runway, 569' left of centerline, up to 94'  
AGL/723' MSL. **Rwy 25**, bush 300' from departure end  
of runway, 328' right of centerline, 10' AGL/659' MSL.  
Numerous trees beginning 622' from departure end of  
runway, 252' right of centerline, up to 76' AGL/725' MSL.  
Road 528' from departure end of runway, 9' left of  
centerline, 663' AGL. Numerous trees beginning 547'  
from departure end of runway, 164' left of centerline, up to  
86' AGL/735' MSL. Tree 1,428' from departure end of  
runway, 27' left of centerline, 83' AGL/712' MSL. Tree  
1,571' from departure end of runway, 35' right of  
centerline, 80' AGL/709' MSL. Tree 2,344' from  
departure end of runway, 243' right of centerline, 97'  
AGL/726' MSL.

**RUSSELLVILLE, AL****RUSSELLVILLE MUNI**

TAKE-OFF MINIMUMS: **Rwy 20**, std. w/a min. climb of  
451' per NM to 1500, or 400-2 w/a min. climb of 321' per  
NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018°  
to 1400 before proceeding on course. **Rwy 20**, climb  
heading 198° to 1300 before proceeding on course, or for  
climb in visual conditions: cross Russellville Muni  
airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 592' from departure end of  
runway, 200' right of centerline, up to 100' AGL/839' MSL.  
Trees beginning 3598' from departure end of runway,  
283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20**,  
trees beginning 1228' from departure end of runway, 51'  
left of centerline, up to 100' AGL/1159' MSL. Trees  
beginning 1993' from departure end of runway, 380' right  
of centerline, up to 100' AGL/1159' MSL.

**ST ELMO, AL****ST ELMO (2R5)****ORIG 08045 (FAA)**

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059°  
to 800 before proceeding on course.

NOTE: **Rwy 6**, trees 1499' from departure end of runway,  
on centerline, 45' AGL/174' MSL. **Rwy 24**, tree 1730' from  
departure end of runway, 716' left of centerline, 100' AGL/  
229' MSL. Trees 1076' from departure end of runway, on  
centerline, 34' AGL/164' MSL.

**ST MARYS, GA****ST MARYS**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. with a  
min. climb of 341' per NM to 400. **Rwy 4**, NA-Restricted  
airspace.

DEPARTURE PROCEDURE: **Rwy 31**, climbing right turn  
via heading 320° to 2300 before proceeding  
northwestbound.

NOTE: **Rwy 13**, trees 761' from departure end of runway,  
33' AGL/55' MSL. Stack 6235' from departure end of  
runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy**  
**22**, trees 578' from departure end of runway, 63' AGL/86'  
MSL. **Rwy 31**, trees 1399' from departure end of runway,  
60' AGL/84' MSL.

**SANDERSVILLE, GA****KAOLIN FIELD**

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min.  
climb of 280' per NM to 1100.

NOTE: **Rwy 12**, tower 2.21 NM from departure end of  
runway, 1.02 NM right of centerline, 405' AGL/875' MSL.



**SAVANNAH, GA**

SAVANNAH/HILTON HEAD INTL (SAV)  
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 600 before proceeding southwest. **Rwy 10**, climb heading 097° to 700 proceeding southwest. **Rwy 19**, climb heading 186° to 1300 before turning right. **Rwy 28**, climb heading 277° to 1600 before turning left.

NOTE: **Rwy 1**, fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10**, trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19**, trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28**, pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

**SCOTTSBORO, AL**

SCOTTSBORO MUNI-WORD FIELD (4A6)  
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22**, std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22**, climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22**, trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

**SELMA, AL**

CRAIG FIELD

NOTE: **Rwy 15**, trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33**, tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

**SWAINSBORO, GA**

EMANUEL COUNTY (SBO)  
AMDT 1 07354 (FAA)

NOTE: **Rwy 13**, multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31**, multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

**SYLACAUGA, AL**

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2.

DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 1500, then climb on course.

**SYLVANIA, GA**

PLANTATION AIRPORT (JYL)  
ORIG 09043 (FAA)

NOTE: **Rwy 5**, trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15**, trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23**, trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL.

**Rwy 33**, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

**TALLADEGA, AL**

TALLADEGA MUNI (ASN)  
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 2100 before proceeding on course. **Rwy 21**, climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21**, trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

**THOMASTON, GA**

THOMASTON-UPSON COUNTY (OPN)  
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30**, for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30**, trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12**, trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

**THOMASVILLE, GA****THOMASVILLE RGNL**

TAKE-OFF MINIMUMS: **Rwy 4**, trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22**, terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32**, trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

**THOMSON, GA****THOMSON-MCDUFFIE COUNTY (HQU)****ORIG 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10**, numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/599' MSL. **Rwy 28**, tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

**TIFTON, GA****HENRY TIFT MYERS**

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28**, climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10**, tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21**, tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33**, tree, 384' from departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

**TOCCOA, GA****TOCCOA RG LETOURNEAU FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions.

**Rwy 27**, std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27**, for climb in visual conditions: cross Toocoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9**, climb heading 093° to 2000 before turning on course. **Rwy 20**, climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2**, tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9**, terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20**, pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27**, WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

**TROY, AL****TROY MUNI**

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32**, 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25**, climb runway heading to 1200 before turning on course.

**Rwy 32**, climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7**, numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14**, numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25**, numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32**, numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

**TUSCALOOSA, AL**

TUSCALOOSA RGNL (TCL)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11**, 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29**, 300-2½ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4**, trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11**, trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22**, trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29**, light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

**TUSKEGEE, AL**

MOTON FIELD MUNI (06A)

ORIG 09099 (FAA)

NOTE: **Rwy 13**, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31**, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

**VALDOSTA, GA**

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4**, multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure end of runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13**, tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17**, multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22**, railroad and multiple trees beginning 75' from departure end of runway, 159' right of centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31**, multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35**, multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

**VERNON, AL**

LAMAR COUNTY

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.**VIDALIA, GA**

VIDALIA RGNL (VDI)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL.

**Rwy 13**, vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24**, trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

**WASHINGTON, GA**

WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 900.

## WAYCROSS, GA

### WAYCROSS-WARE COUNTY

NOTE: **Rwy 5**, numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23**, numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31**, numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36**, numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

## WAYNESBORO, GA

### BURKE COUNTY

NOTE: **Rwy 8**, trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26**, trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

## WINDER, GA

### BARROW COUNTY AIRPORT

TAKE-OFF MINIMUMS: **Rwy 23**, std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31**, 200-1¼ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: Cross Winder-Barrow Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 6' from departure end of runway, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from departure end of runway, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 23**, multiple trees beginning 31' from departure end of runway, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from departure end of runway, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 13**, multiple trees beginning 835' from departure end of runway, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees beginning 82' from departure end of runway, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 31**, multiple trees beginning 493' from departure end of runway, 30' left of centerline, up to 100' AGL/1004' MSL. Multiple trees beginning 63' from departure end of runway, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from departure end of runway, on centerline 8' AGL/943' MSL. Tree 7804' from departure end of runway, 1990' left of centerline, 100' AGL/1139' MSL.



APP CRS	Rwy Idg	5000
231°	TDZE	235
	Apt Elev	236

## RNAV (GPS) RWY 23

ADEL/ COOK COUNTY (15J)

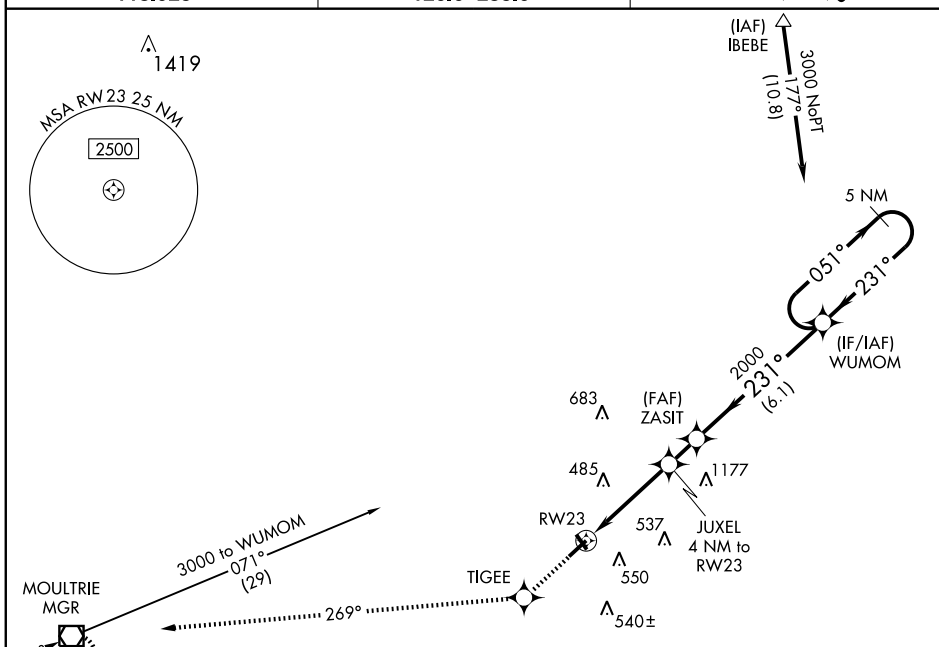
**T** Use Moultrie altimeter setting; if not received, use Valdosta Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.  
**A** NA Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000  
direct TIGEE and via 269° track to  
MGR VOR/DME and hold.

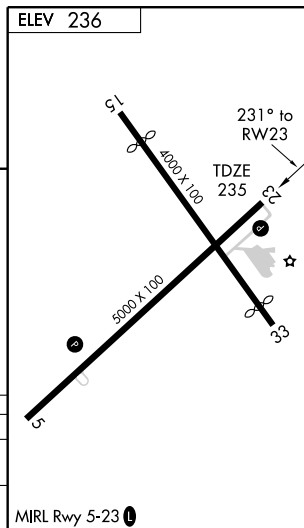
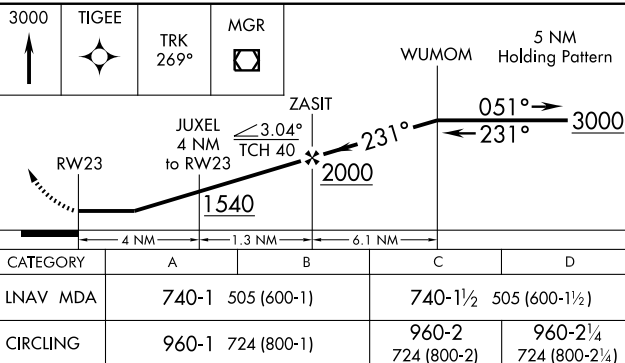
MOULTRIE AWOS-3  
**118.925**

VALDOSTA APP CON★  
126.6 285.6

UNICOM  
122.8 (CTAF) **L**



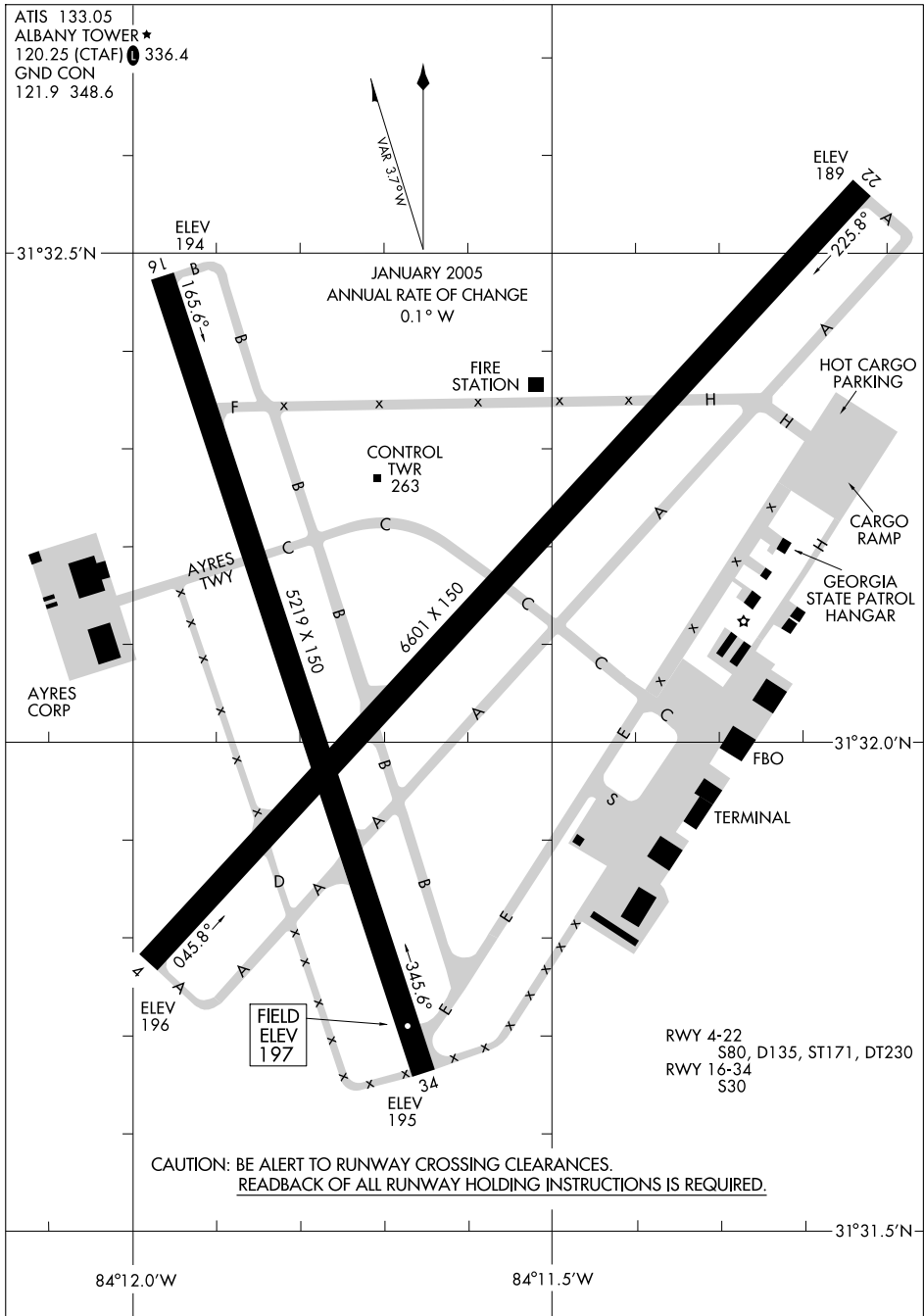
SE-4, 17 DEC 2009 to 14 JAN 2010



# AIRPORT DIAGRAM

AL-8 (FAA)

ALBANY/SOUTHWEST GEORGIA RGNL (ABY)  
ALBANY, GEORGIA



# ILS or LOC RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

LOC I-ABY	APP CRS	Rwy Idg	6601
<b>108.5</b>	<b>044°</b>	TDZE	<b>196</b>
		Apt Elev	<b>196</b>

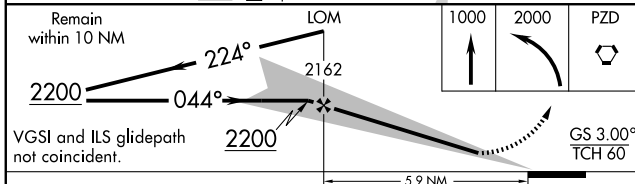
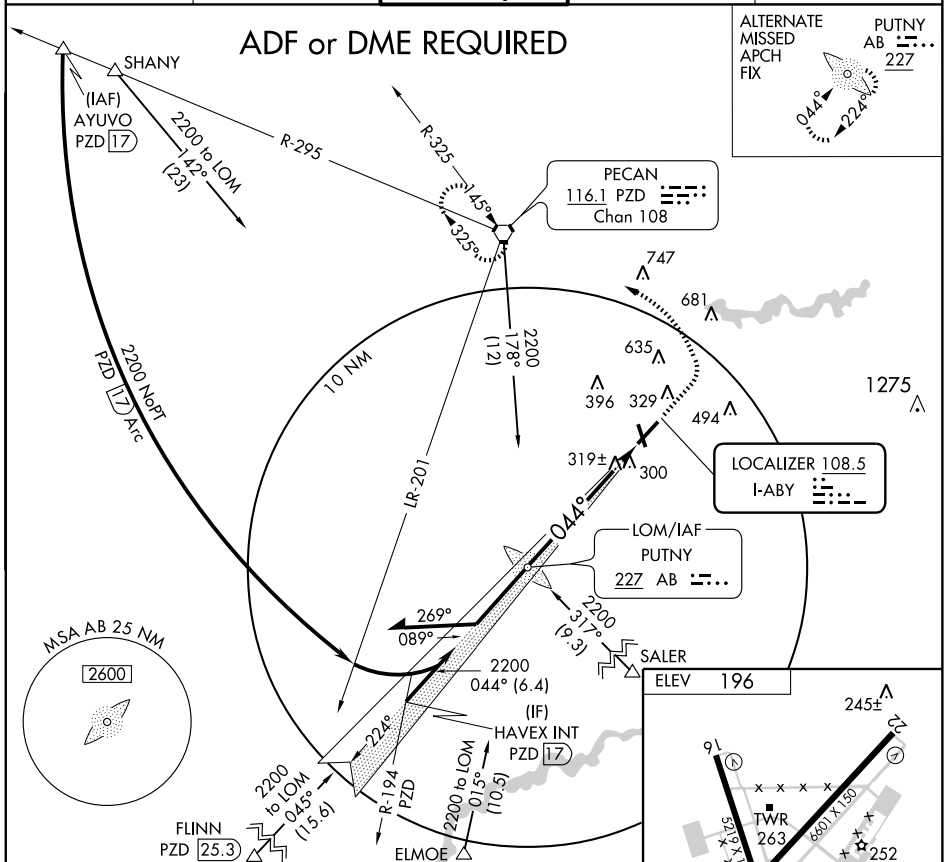


\* RVR 1800 authorized with use of FD or AP or HUD to DA.




MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
<b>133.05</b>	<b>125.75 226.8</b>	<b>120.25 (CTAF) 0336.4</b>	<b>121.9 348.6</b>	<b>122.95</b>



CATEGORY	A	B	C	D
S-ILS 4		* 396/24	200 (200-1/2)	
S-LOC 4		580/24	384 (400-1/2)	580/40 384 (400-3/4)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1 1/2 464 (500-1 1/2)	940-2 1/2 744 (800-2 1/2)



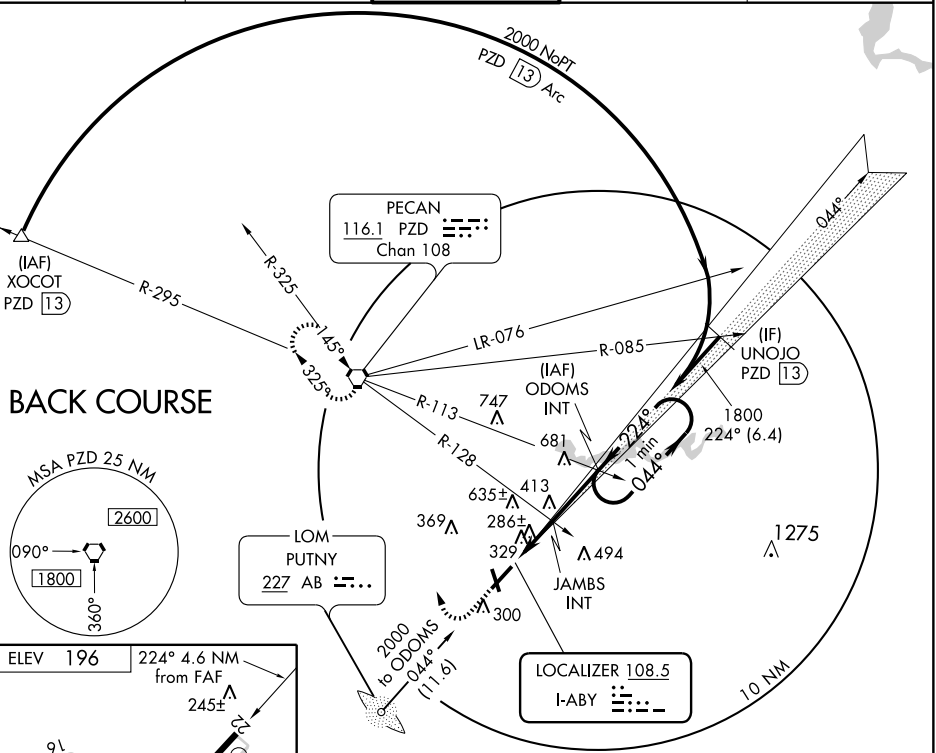
LOC I-ABY <b>108.5</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>6601</b> <b>192</b> <b>196</b>
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# LOC BC RWY 22




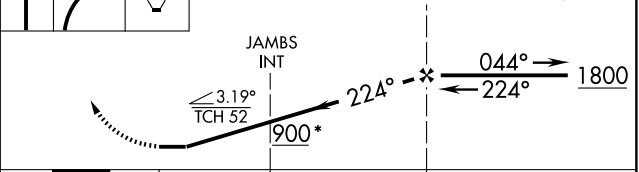
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)



 Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct PZD VORTAC and hold.
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ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER★ <b>120.25 (CTAF) 0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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## ADF or DME REQUIRED

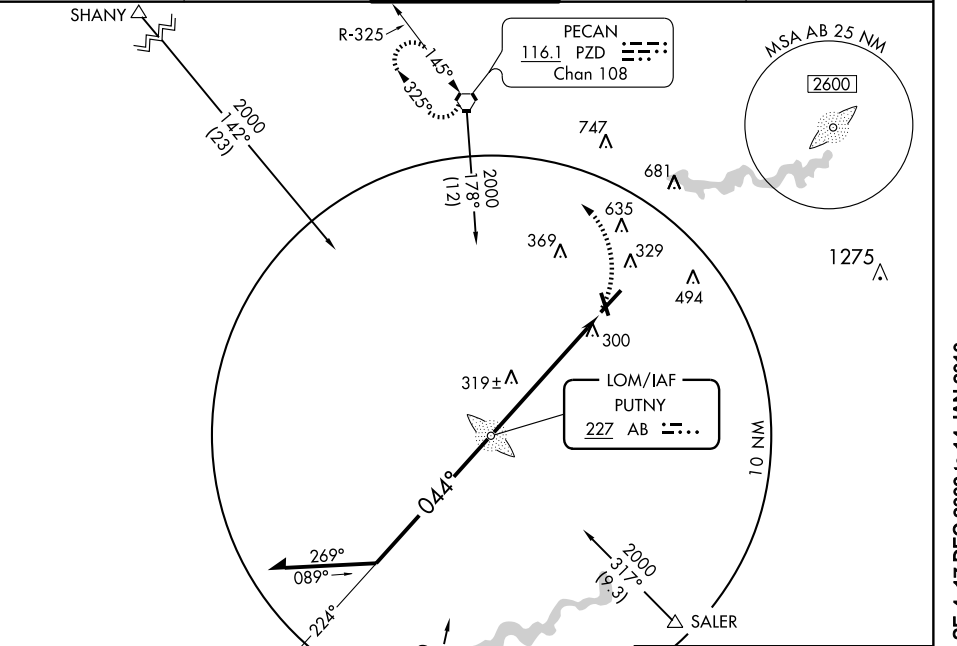
1000	2000	PZD	Disregard GS indications.	ODOMS INT	One Minute Holding Pattern
					
					
CATEGORY	A		B	C	D
S-22	580-1 388 (400-1)				580-1¼ 388 (400-1¼)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)	




MALSR  


MISSED APPROACH: Climbing left turn to 2000 direct PZD VORTAC and hold.

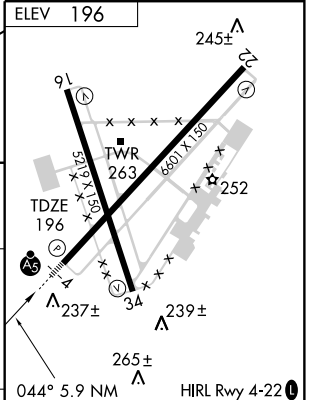
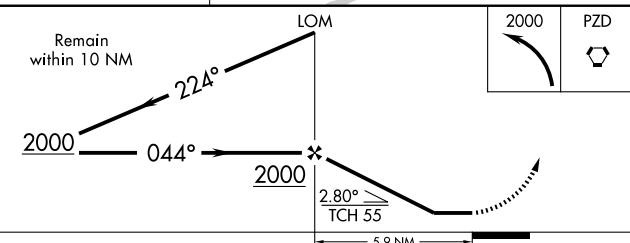
ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER★ <b>120.25</b> (CTAF) <b>336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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ALTERNATE MISSED APCH FIX




PUTNY AB 227



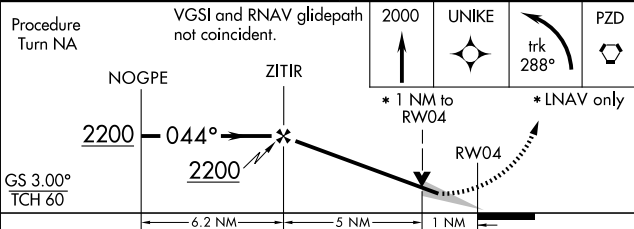
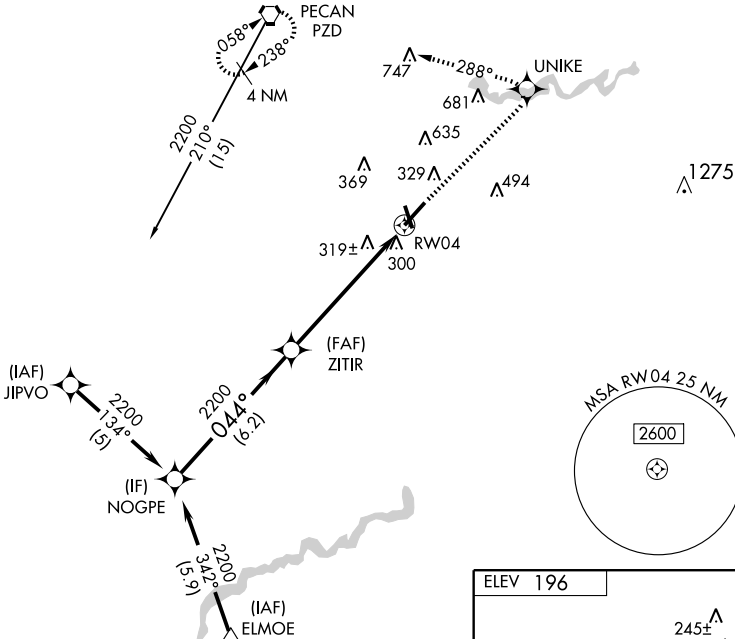
WAAS CH <b>78000</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE <b>196</b> Apt Elev <b>196</b>	<b>6601</b>
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# RNAV (GPS) RWY 4

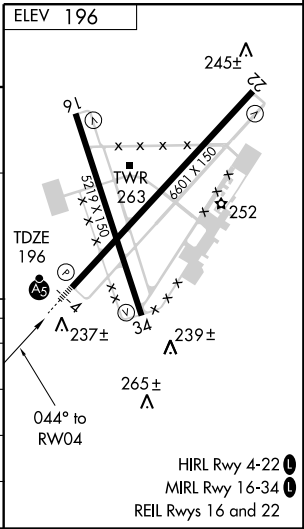
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.				MISSED APPROACH: Climb to 2000 direct UNIKE and left turn via track 288° to PZD VORTAC and hold.
	ATIS 133.05	JACKSONVILLE CENTER 125.75 226.8	ALBANY TOWER ★ 120.25 (CTAF) 0336.4	GND CON 121.9 348.6	UNICOM 122.95

Procedure NA for arrivals at PZD VORTAC  
via V35-159 northbound.



CATEGORY	A	B	C	D
LPV DA	396/24	200 (200-1/2)		
LNAV/VNAV DA	635/50	439 (500-1)		
LNAV MDA	580/24	384 (400-1/2)		580/50 384 (400-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1 1/2 464 (500-1 1/2)	940-2 1/2 744 (800-2 1/2)



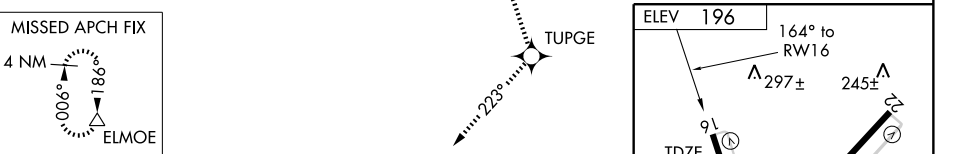
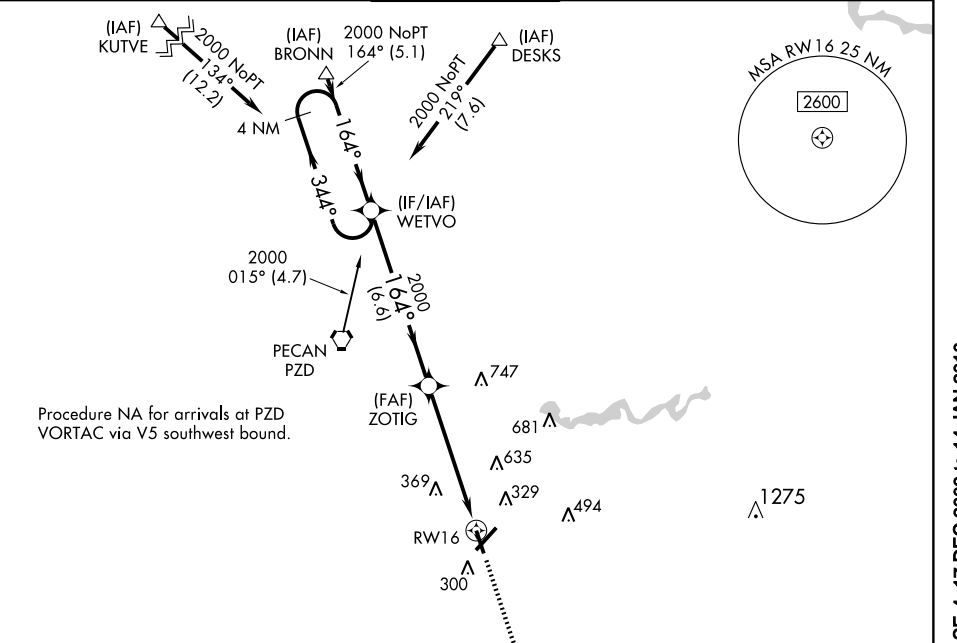
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TUPGE and via track 223° to ELMOE and hold.

ATIS 133.05	JACKSONVILLE CENTER 125.75 226.8	ALBANY TOWER★ 120.25(CTAF) 0336.4	GND CON 121.9 348.6	UNICOM 122.95
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4 NM Holding Pattern		WETVO	ZOTIG	3000	TUPGE	trk 223°	ELMOE
2000 ← 344° 164° →		2000	2000	RW16			
GS 3.00° TCH 52		6.6 NM		5.4 NM			
CATEGORY	A	B	C	D			
LPV DA	534-1¼		338 (400-1¼)				
LNAV/VNAV DA	603-1½		407 (500-1½)				
LNAV MDA	640-1	444 (500-1)	640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)			
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)			

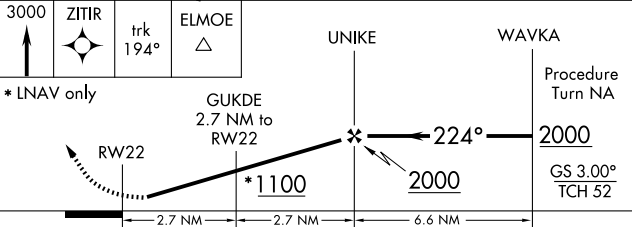
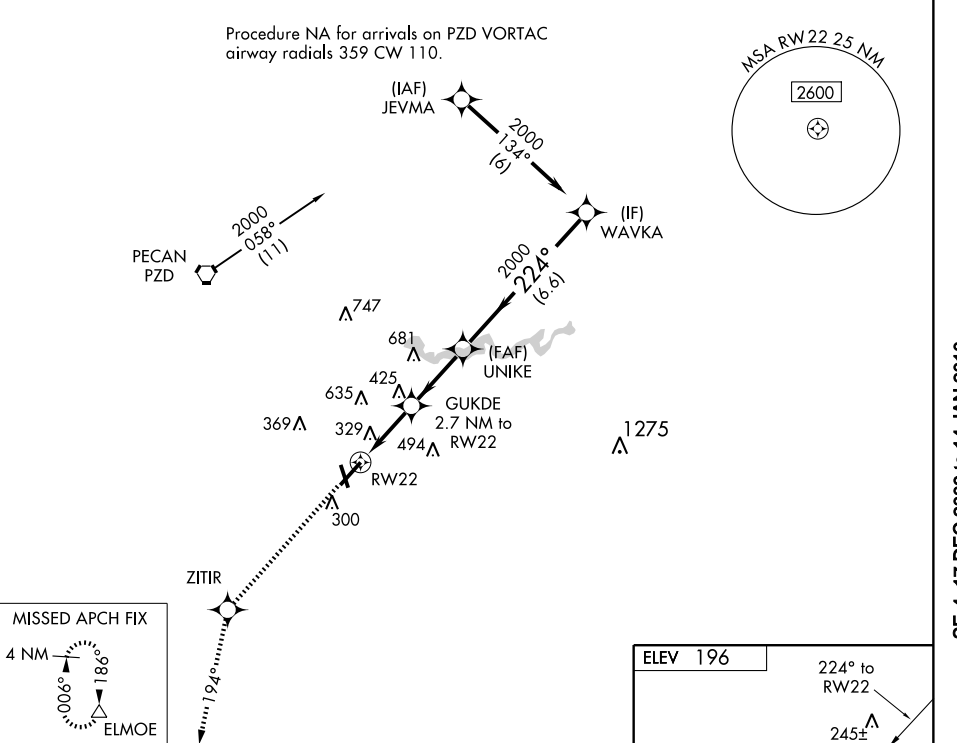
SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>53613</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>6601</b> <b>192</b> <b>196</b>
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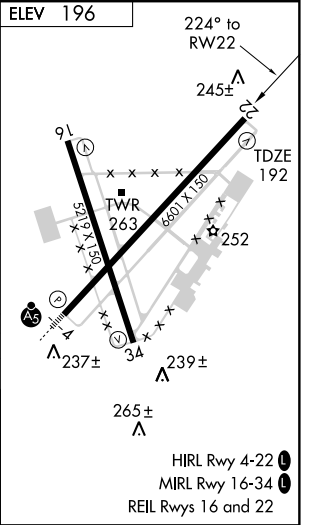
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ZITIR and via track 194° to ELMOE and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER ★ <b>120.25</b> (CTAF) <b>0336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY		A	B	C	D
LPV DA		531-1¼	339 (400-1¼)		
LNAV/VNAV DA		611-1½	419 (500-1½)		
LNAV MDA		680-1 488 (500-1)	680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)	
CIRCLING		680-1 484 (500-1)	680-1½ 484 (500-1½)	940-2½ 744 (800-2½)	



WAAS CH <b>97415</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy Idg TDZE <b>196</b> Apt Elev <b>196</b>
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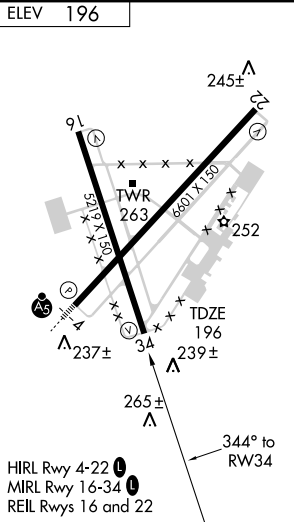
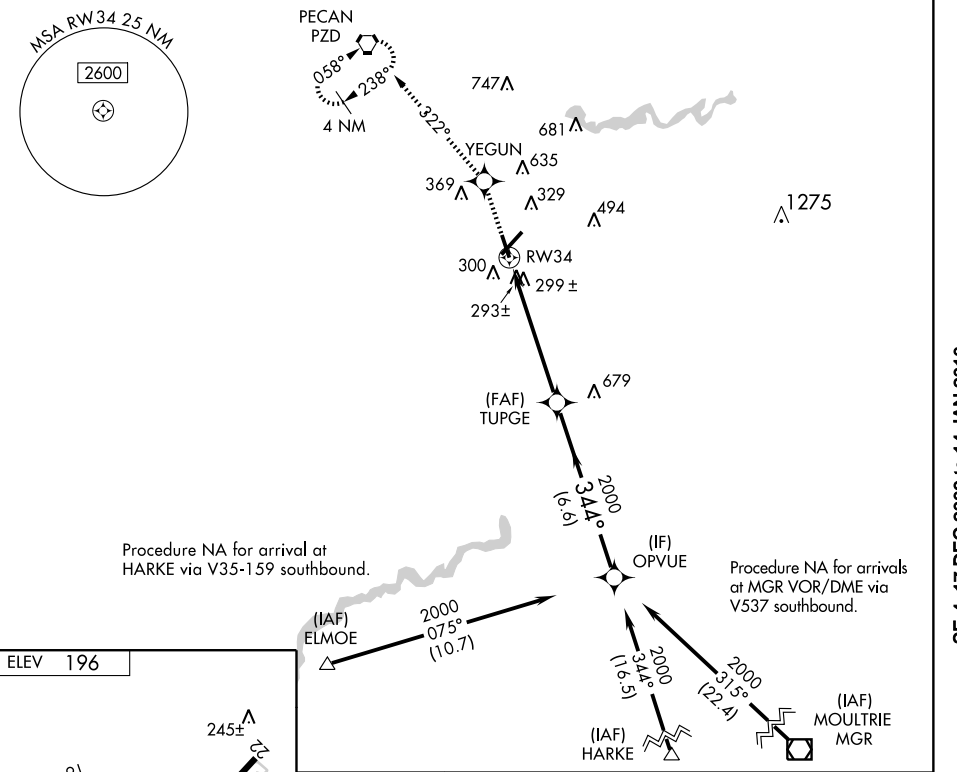
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YEGUN and via track 322° to PZD VORTAC and hold.

ATIS <b>133.05</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	ALBANY TOWER★ <b>120.25 (CTAF) 336.4</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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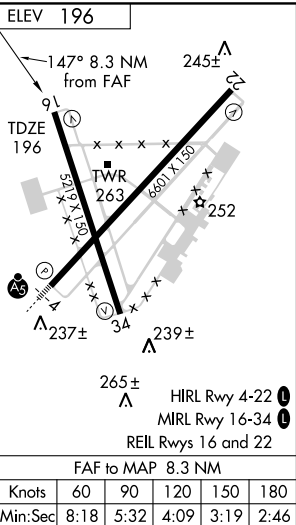
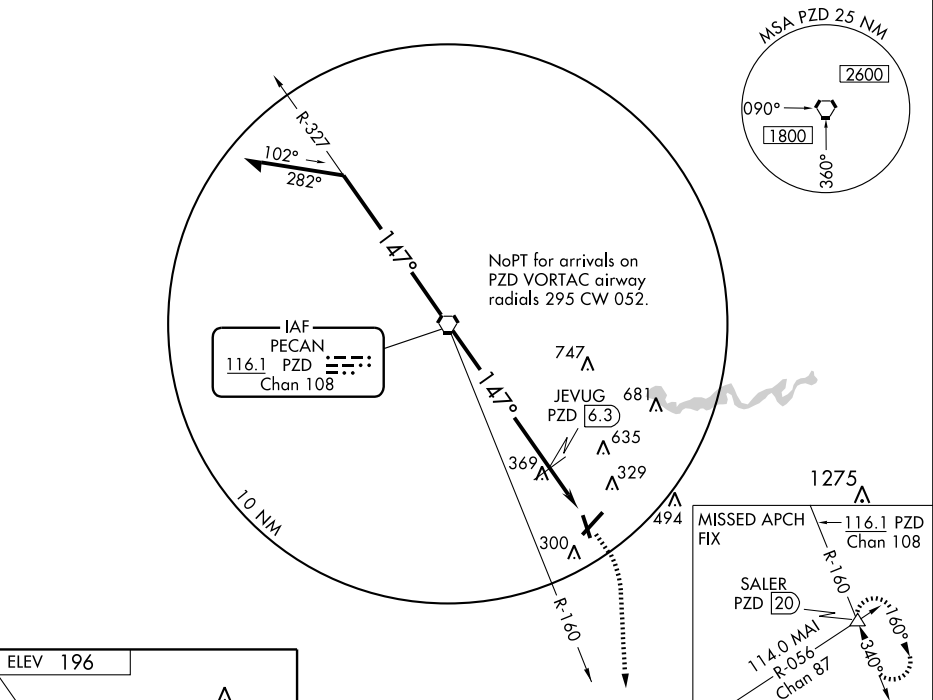
2000	YEGUN	trk 322°	PZD	TUPGE	OPVUE	Procedure Turn NA
↑	✧		⬡			
RW34		344°		2000		GS 3.00° TCH 44
5.5 NM		6.6 NM				
CATEGORY	A	B	C	D		
LPV DA	510-1 314 (400-1)					
LNAV/VNAV DA	590-1½ 394 (400-1½)					
LNAV MDA	580-1 384 (400-1)					580-1¼ 384 (400-1¼)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)		

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC PZD	APP CRS	Rwy Idg	5219
116.1	147°	TDZE	196
Chan 108		Apt Elev	196

Visibility reduction by helicopters NA.		
ATIS	JACKSONVILLE CENTER	ALBANY TOWER★
133.05	125.75 226.8	120.25 (CTAF) 336.4

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 170° PZD VORTAC R-160 to SALER INT/PZD 20 DME and hold.	
GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>



Remain within 10 NM	VORTAC	1000	3000	SALER
2000	327°	hdg 170°	PZD R-160	△
2000	147°	JEVUG PZD 6.3	PZD 8.3	
740		6.3 NM	2 NM	
VGSI and descent angles not coincident.				
CATEGORY	A	B	C	D
S-16	740-1	544 (600-1)	740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCUING	740-1	544 (600-1)	740-1½ 544 (600-1½)	740-2½ 744 (800-2½)
JEVUG FIX MINIMUMS				
S-16	640-1	444 (500-1)	640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCUING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)





APP CRS	Rwy Idg	<b>5000</b>
<b>336°</b>	TDZE	<b>196</b>
	Apt Elev	<b>200</b>

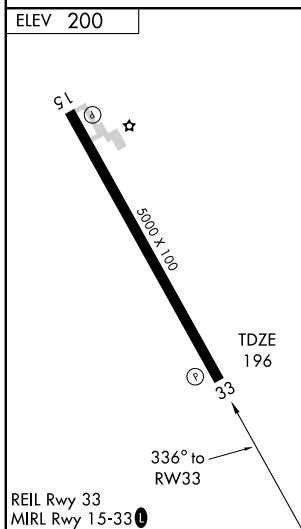
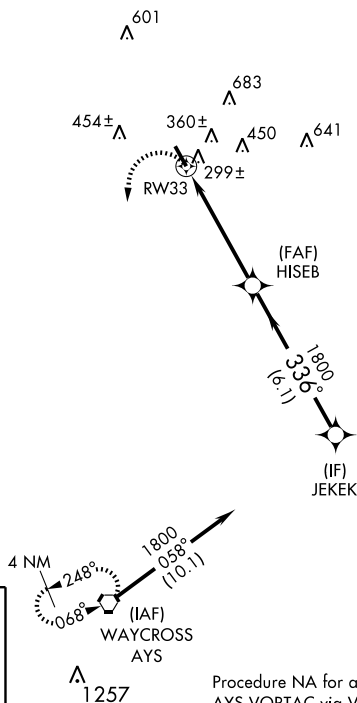
## RNAV (GPS) RWY 33

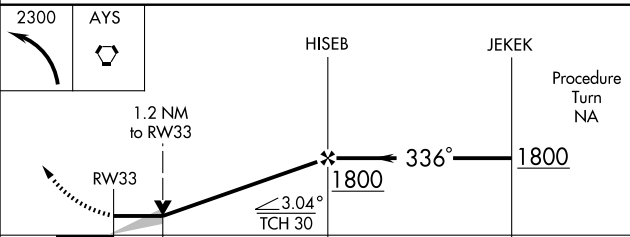
ALMA/ BACON COUNTY (AMG)

**V** VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA.  
**A** If local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 120 feet.

**MISSED APPROACH:** Climbing left turn to 2300 direct AYS VORTAC and hold.

ASOS <b>118.325</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	UNICOM <b>122.7 (CTAF) L</b>
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2300	AYS				
CATEGORY	A	B	C	D	
LNAV MDA	600-1	404 (400-1)	600-1¼	404 (400-1¼)	
CIRCLING	720-1	520 (600-1)	720-1½ 520 (600-1½)	800-2 600 (600-2)	

LOC I-ACJ	APP CRS	Rwy Idg	6021
110.5	229°	TDZE	464
		Apt Elev	471

▼

NA

Inoperative table does not apply.  
ADF REQUIRED

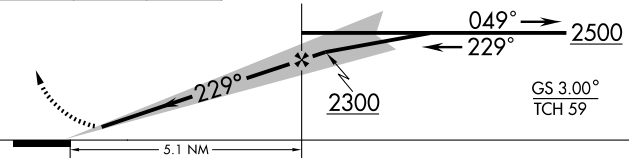
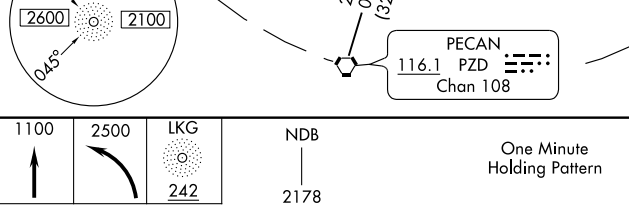
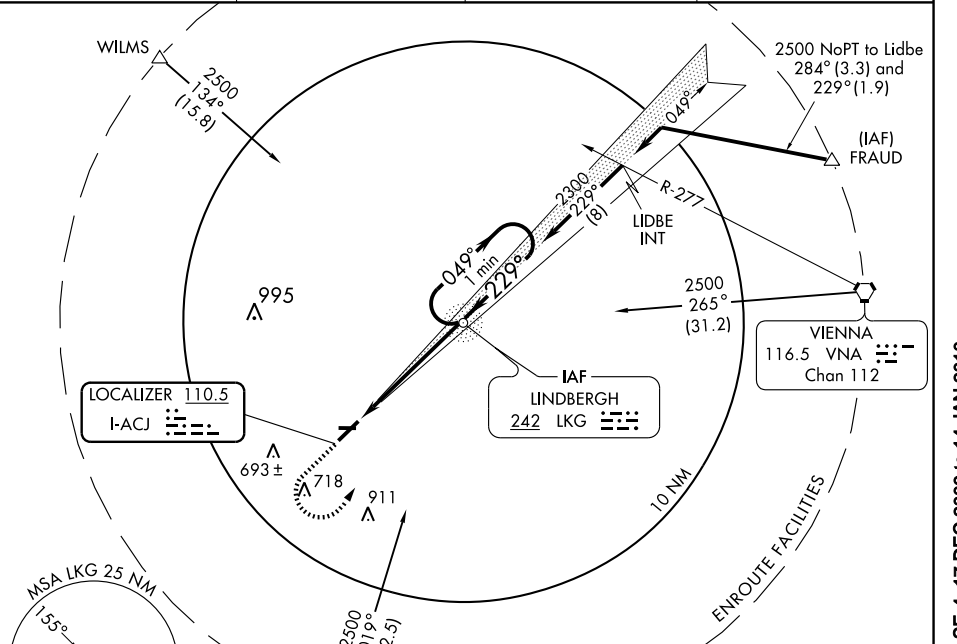
MALSF

●

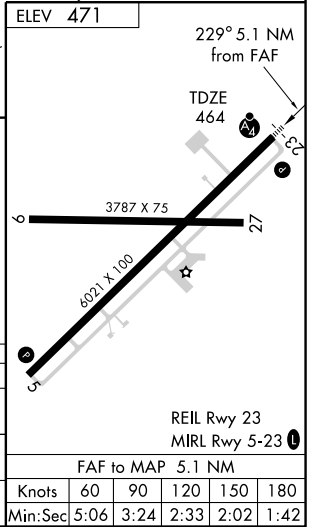
≡

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct LKG NDB and hold.

AWOS-3 128.375	ATLANTA APP CON ★ 125.5 323.1	ATLANTA CLNC DEL 119.95	UNICOM 122.8 (CTAF) ①
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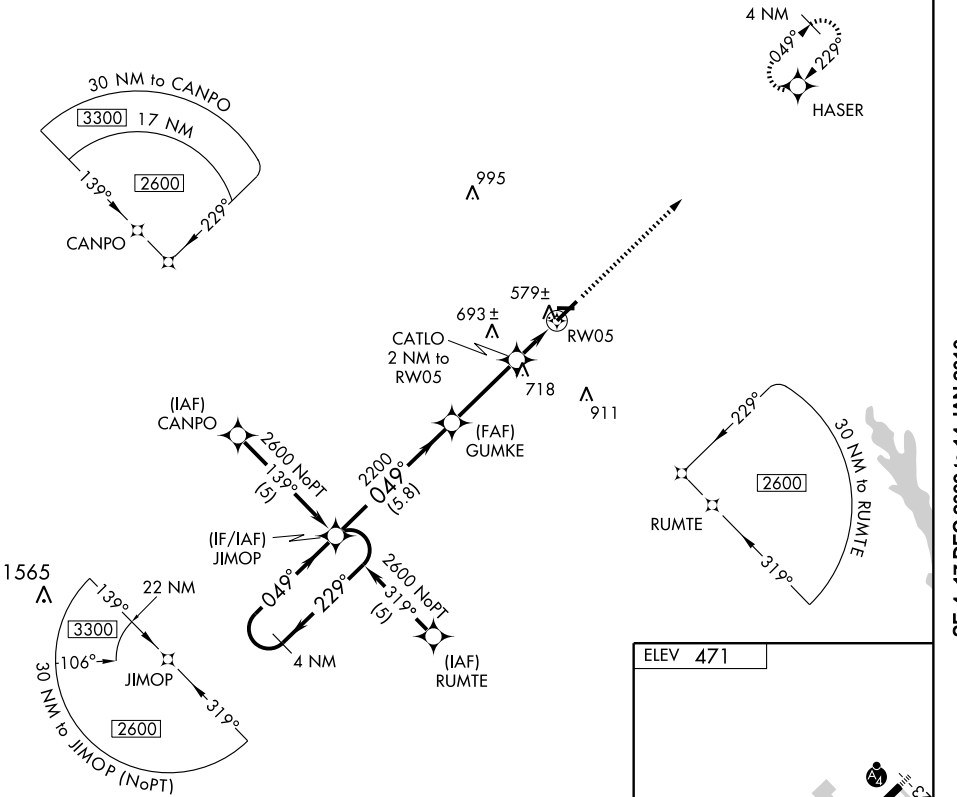


CATEGORY	A	B	C	D
S-ILS 23	714-1 250 (300-1)			
S-LOC 23	860-1 396 (400-1)		860-1½ 396 (400-1½)	
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

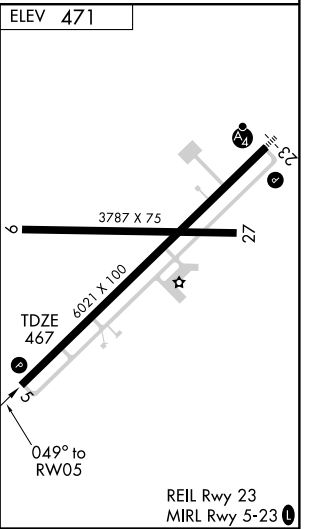


APP CRS	Rwy Idg	6021
049°	TDZE	467
	Apt Elev	471

<div><div>NA</div><div>DME/DME RNP-0.3 NA.</div></div>		MISSED APPROACH: Climb to 2600 direct HASER WP and hold.	
AWOS-3 128.375	ATLANTA APP CON ★ 125.5 323.1	ATLANTA CLNC DEL 119.95	UNICOM 122.8 (CTAF) 0



<div>4 NM Holding Pattern</div> <div>JIMOP</div> <div>GUMKE</div> <div>CATLO 2 NM to RW05</div> <div>1 NM to RW05</div> <div>RW05</div>				<div>2600</div> <div>229°</div> <div>049°</div> <div>049°</div> <div>2200</div> <div>3.05°</div> <div>TCH 45</div> <div>1160</div>	<div>2600</div> <div>HASER</div>
VGSI and descent angles not coincident.					
CATEGORY	A	B	C	D	
LNAV MDA	840-1 373 (400-1)			840-1¼ 373 (400-1¼)	
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)	



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6021
229°	TDZE	464
	Apt Elev	471

▼

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA. Inoperative table does not apply.

MALS

MISSED APPROACH: Climb to 2600  
direct JIMOP WP and hold.

AWOS-3 128.375	ATLANTA APP CON ★ 125.5 323.1	ATLANTA CLNC DEL 119.95	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	830-1¼ 366 (400-1¼)			
LNAV MDA	840-1 376 (400-1)			840-1¼ 376 (400-1¼)
CIRCLING	900-1¼ 429 (500-1¼)	940-1¼ 469 (500-1¼)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

REIL Rwy 23

MIRL Rwy 5-23 1

SE-4, 17 DEC 2009 to 14 JAN 2010

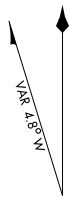
# AIRPORT DIAGRAM

AL-983 (FAA)

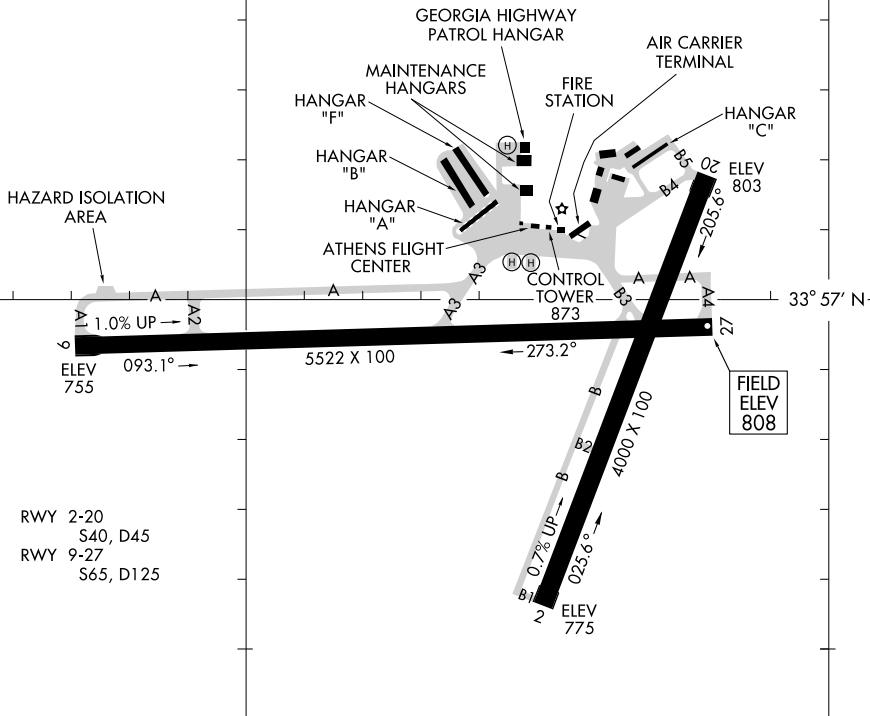
ATHENS/ BEN EPPS (AHN)  
ATHENS, GEORGIA

ATHENS TOWER ★  
126.3 338.275  
GND CON  
121.8  
CLNC DEL  
127.5 (when tower is closed)  
316.05 (when tower is closed)

940  
△



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-AHN <b>110.95</b>	APP CRS <b>271°</b>	Rwy Idg TDZE Apt Elev	<b>5522</b> <b>808</b> <b>808</b>
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# ILS or LOC/DME RWY 27 ATHENS/BEN EPPS (AHN)

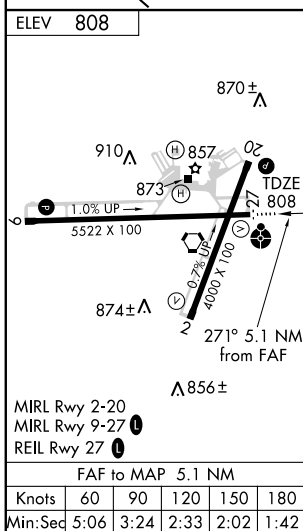
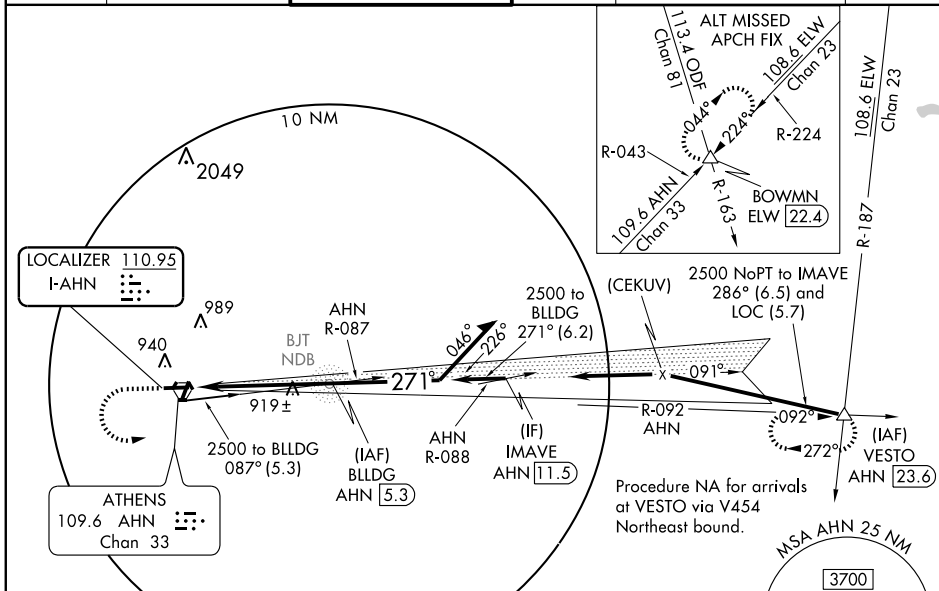
DME from AHN VORTAC. Simultaneous reception of I-AHN and AHN DME Required. When local altimeter setting not received, use Winder altimeter setting and increase DA 59 feet, and all visibilities  $\frac{1}{4}$  mile, increase all MDA 60 feet and S-LOC 27 visibility Cat. C  $\frac{1}{2}$  mile and D  $\frac{1}{4}$  mile. Inoperative table does not apply to S-LOC 27 Cat. C when using Winder altimeter setting.

ODALS



MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via heading 060° and AHN VORTAC R-092 to VESTO Int/AHN 23.6 DME and hold.

ASOS <b>132.875</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	ATHENS TOWER★ <b>126.3 (CTAF) 0 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>127.5</b> (when tower closed) <b>316.05</b> (when tower closed)	UNICOM <b>122.95</b>
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1500	2500	VESTO	BLDG AHN 5.3	Remain within 10 NM
↑	HDG 060° AHN R-092 109.6	△	2500	2500
VGS and ILS glidepath not coincident.				
5.1 NM				
CATEGORY	A	B	C	D
S-ILS 27	1008- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )			
S-LOC 27	1180- $\frac{3}{4}$ 372 (400- $\frac{3}{4}$ )			1180-1 $\frac{1}{4}$ 372 (400-1 $\frac{1}{4}$ )
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1 $\frac{1}{2}$ 452 (500-1 $\frac{1}{2}$ )	1360-2 552 (600-2)

▼

▲ NA

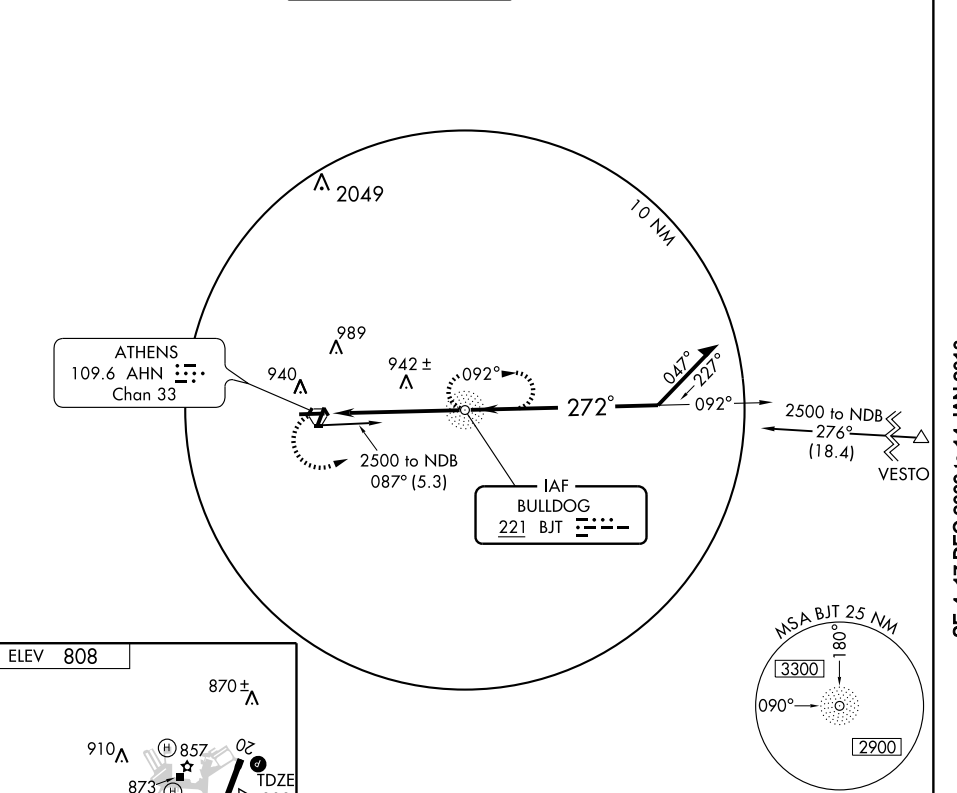
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet and increase S-27 Cats. C and D visibility ¼ mile. Inoperative table does not apply to Cat. C.

ODALS

⬤

MISSED APPROACH: Climbing left turn to 2500 direct BJT NDB and hold.

ASOS 132.875	ATLANTA APP CON★ 132.475 291.1	ATHENS TOWER★ 126.3 (CTAF) 338.275	GND CON 121.8	CLNC DEL 127.5 (when tower closed) 316.05 (when tower closed)	UNICOM 122.95
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MIRL Rwy 2-20  
MIRL Rwy 9-27  
REIL Rwy 27

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

2500

BJT

221

NDB

2500

272°

092°

Remain within 10 NM

5 NM

≤ 3.08°

TCH 52

2500

2500

CATEGORY	A	B	C	D
S-27	1300-¾ 492 (500-¾)		1300-1¼ 492 (500-1¼)	1300-1½ 492 (500-1½)
CIRCLING	1300-1 492 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

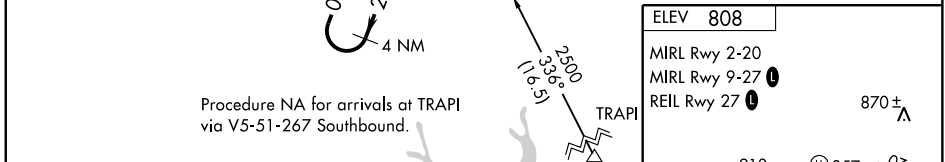
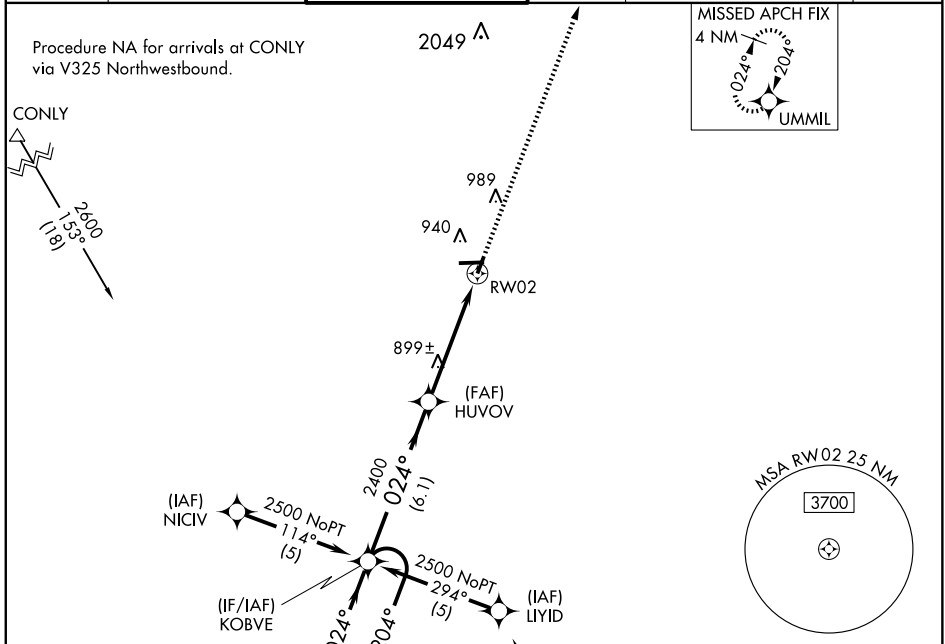
APP CRS	Rwy Idg	4000
024°	TDZE	805
	Apt Elev	808

# RNAV (GPS) RWY 2 ATHENS/BEN EPPS (AHN)

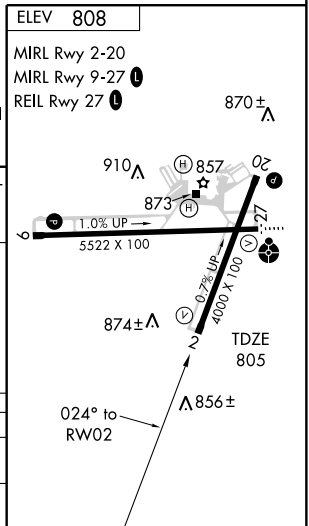
**▼** When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cts. C and D visibility ¼ mile.  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3100 direct UMMIL and hold.

ASOS <b>132.875</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	ATHENS TOWER★ <b>126.3 (CTAF) 0 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>127.5</b> (when tower closed) <b>316.05</b> (when tower closed)	UNICOM <b>122.95</b>
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4 NM Holding Pattern				
KOBVE				
HUVOV				
RW02				
VGS1 and descent angles not coincident.				
6.1 NM				
4.9 NM				
CATEGORY	A	B	C	D
LNAV MDA	1200-1 395 (400-1)			1200-1¼ 395 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

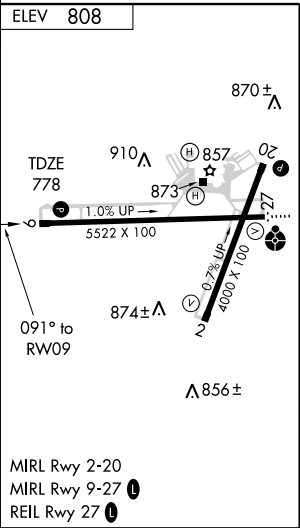
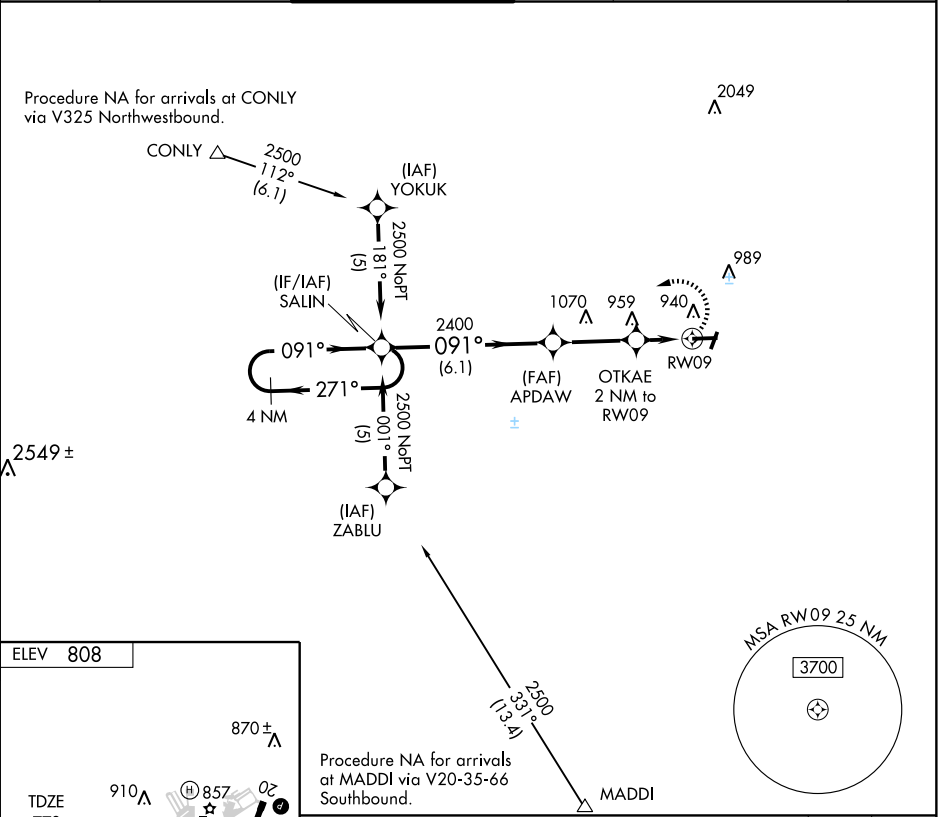




APP CRS	Rwy Idg	5522
091°	TDZE	778
	Apt Elev	808

RNAV (GPS) RWY 9  
ATHENS/BEN EPPS (AHN)

<div><div></div><div></div></div>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile.			MISSED APPROACH: Climbing left turn to 2500 direct SALIN and hold.	
ASOS 132.875	ATLANTA APP CON★ 132.475 291.1	ATHENS TOWER★ 126.3 (CTAF) 0 338.275	GND CON 121.8	CLNC DEL 127.5 (when tower closed) 316.05 (when tower closed)	UNICOM 122.95



4 NM Holding Pattern

Procedure NA for arrivals at MADDI via V20-35-66 Southbound.

CATEGORY	A	B	C	D
LNAV MDA	1260-1	482 (500-1)	1260-1¼ 482 (500-1¼)	1260-1½ 482 (500-1½)
CIRCLING	1260-1	452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)



WAAS CH <b>69503</b> <b>W27A</b>	APP CRS <b>271°</b>	Rwy Idg <b>5522</b> TDZE <b>808</b> Apt Elev <b>808</b>
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## RNAV (GPS) RWY 27

ATHENS/BEN EPPS (AHN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility to 1 mile all Cats., LNAV/VNAV visibility to 1¼ mile all Cats., and LNAV Cat. D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. when using Winder altimeter setting.

ODALS

**MISSED APPROACH:** Climb to 2500 direct SALIN and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) 0 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95

Procedure NA for arrivals at BOWMN  
via V20-35 Northeastbound.

A 2049

MISSED APCH FIX

MSA RW27 25 NM

3700

ELEV 808

Procedure NA for arrivals at  
CORVI via V5-51-267  
Southbound.

CORVI

2500	SAL
------	-----

VGSI and RNAV glidepath not coincident.

4 NM  
Holding Pattern

\* LNAV only.

FEXUK  
1.5 NM  
\*0.9 NM to RW27

FEXUK  
1.5 NM  
to RW27

\*13

!

18

091° → 2500

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 45}$$

CATEGORY	A	B	C	D
LPV DA	1058-3/4 250 (300-3/4)			
LNAV/DA	1120-3/4	312 (400-3/4)		1120-1 312 (400-1)
LNAV MDA	1140-3/4	332 (400-3/4)		1140-1 332 (400-1)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1 1/2 452 (500-1 1/2)	1360-2 552 (600-2)

VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	014°	TDZE	805
Chan 33		Apt Elev	808

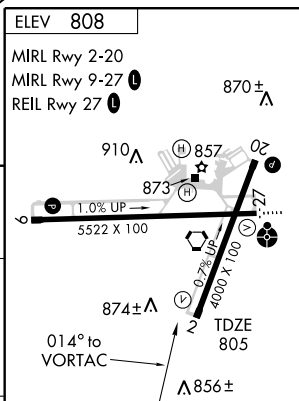
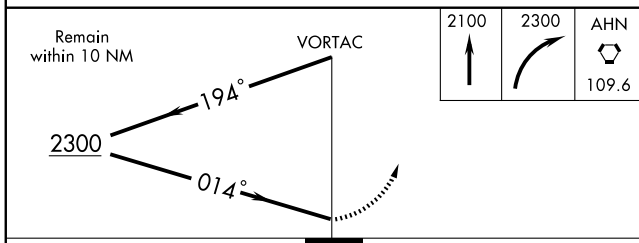
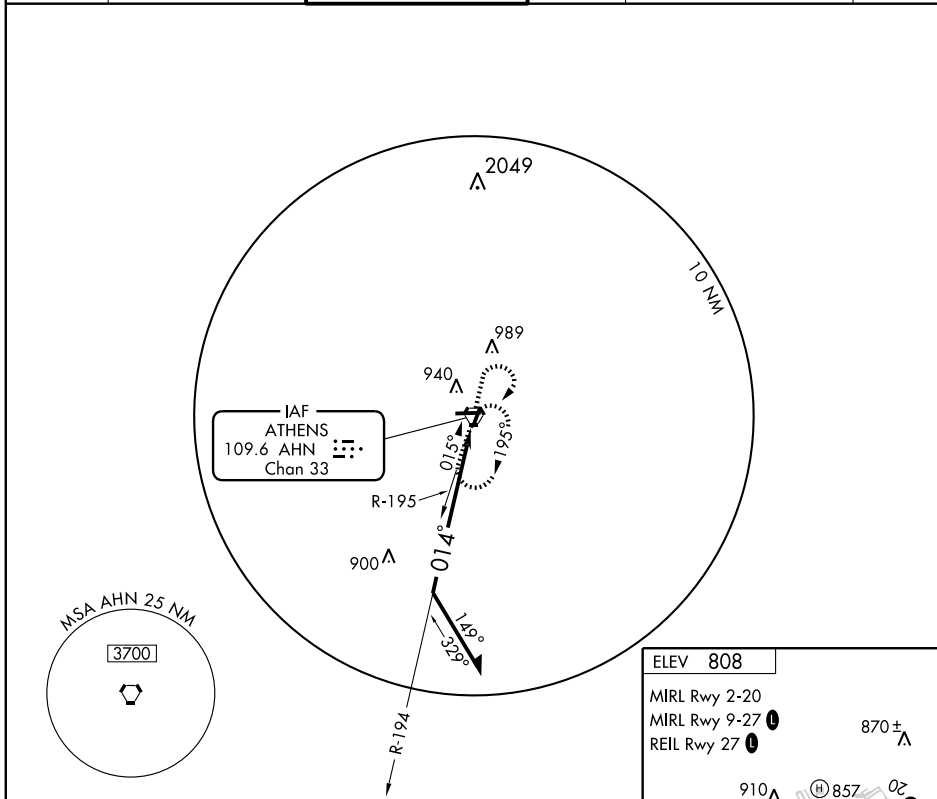
# VOR RWY 2

ATHENS/BEN EPPS (AHN)

▼ Visibility reduction by helicopters NA.  
 ▲ When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet, and S-2 Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct AHN VORTAC and hold.

ASOS 132.875	ATLANTA APP CON★ 132.475 291.1	ATHENS TOWER★ 126.3 (CTAF) 0 338.275	GND CON 121.8	CLNC DEL 127.5 (when tower closed) 316.05 (when tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)		1220-1¼ 415 (500-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>261°</b>	Rwy Idg <b>5522</b> TDZE <b>808</b> Apt Elev <b>808</b>
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VOR RWY 27  
ATHENS/BEN EPPS (AHN)

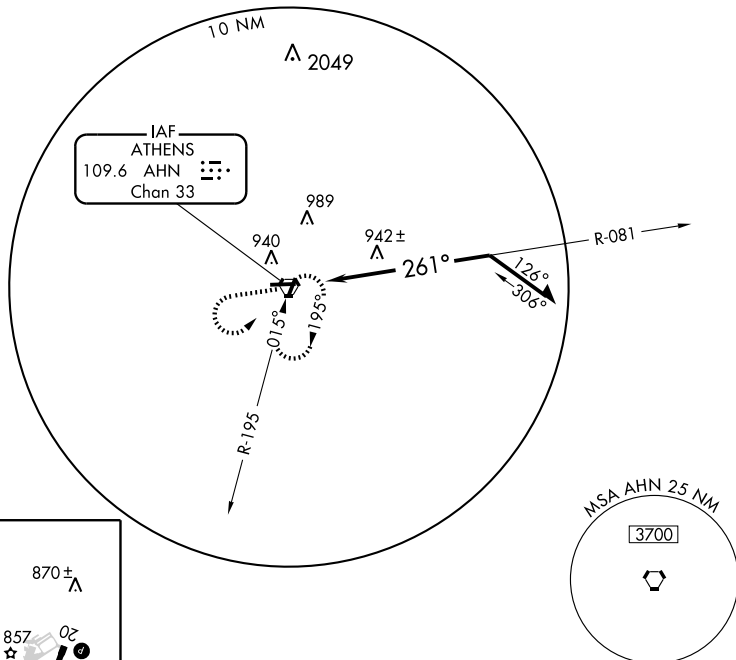
**T** When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase S-27 Cats. C and D  
**A** visibility ¼ mile. VDP NA when using Winder altimeter setting.  
Inoperative table does not apply to Cat. C.

ODALS

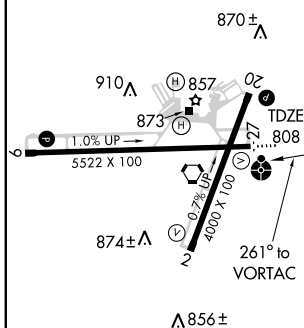


MISSED APPROACH: Climb to 2400 then left turn direct AHN VORTAC and hold.

ASOS <b>132.875</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	ATHENS TOWER★ <b>126.3 (CTAF) 0 338.275</b>	GND CON <b>121.8</b>	CLNC DEL <b>127.5</b> (when tower closed) <b>316.05</b> (when tower closed)	UNICOM <b>122.95</b>
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ELEV	808
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2400



AHN



109.6

VORTA

Remain  
within 10 NM

— 0

2400

[illegible]

CATEGORY	A	B	C	D
S-27	1300-¾	492 (500-¾)	1300-1¼ 492 (500-1¼)	1300-1½ 492 (500-1½)
CIRCLING	1300-1	492 (500-1)	1300-1½ 492 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20  
MIRL Rwy 9-27 **L**  
REIL Rwy 27 **L**

# AIRPORT DIAGRAM

ATLANTA HARTSFIELD - JACKSON ATLANTA INTL (ATL)  
AL-26 (FAA) ATLANTA, GEORGIA

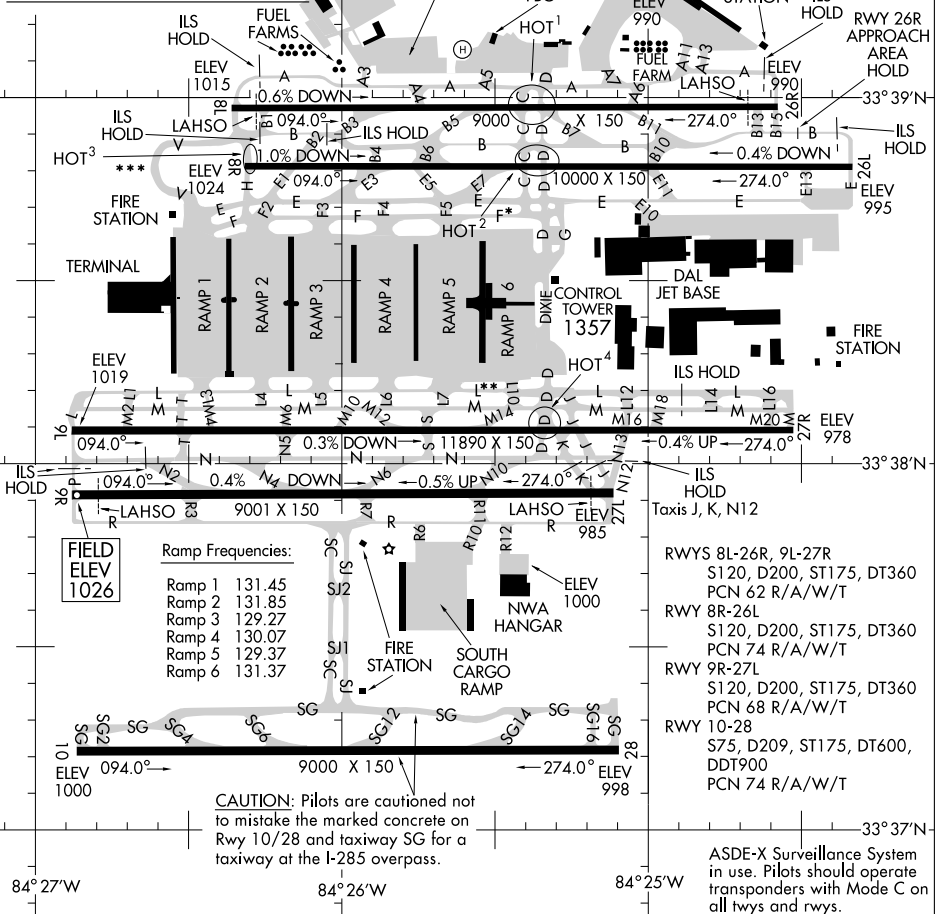
ATIS ARR 119.65  
DEP 125.55  
ATLANTA TOWER  
119.1 381.6 Rwy 8L-26R  
125.325 381.6 Rwy 8R-26L  
119.3 381.6 Rwy 9R-27L  
123.85 381.6 Rwy 9L-27R  
119.5 381.6 Rwy 10-28  
GND CON  
121.9 381.6 (Rwys 8L-26R, 8R-26L)  
121.75 381.6 (Rwys 9L-27R, 9R-27L)  
121.65 381.6 (Rwy 10-28)  
CLNC DEL  
118.1

**D** LANDING AIRCRAFT CAN EXPECT TO REMAIN ON TOWER FREQUENCY UNTIL SPECIFICALLY INSTRUCTED TO CONTACT GROUND CONTROL. CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

\*Group VI aircraft are restricted from using Taxiway Foxtro east of Ramp 5 North to the west side of Taxiway Charlie.

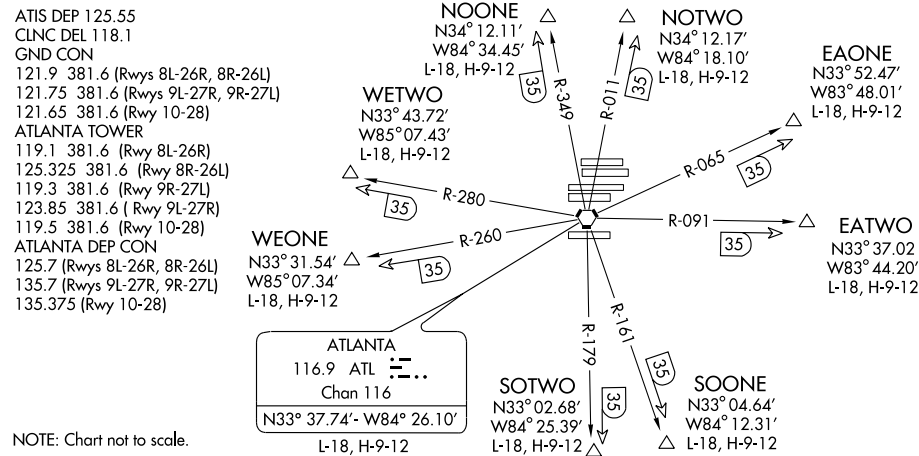
\*\*Group VI aircraft are restricted from using Taxiway Lima east of Ramp 5 South to west of Ramp 6 South.

\*\*\*Aircraft with wingspan greater than 171' are restricted from using Taxiway Victor.



SE-4, 17 DEC 2009 to 14 JAN 2010

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.



TAKE-OFF MINIMUMS: RWY 8L, 8R, 9L, 9R, 26L, 26R, 27L, 27R, STANDARD.

NOTE: Monitor tower frequency when advised by ground control.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track. TURBOJETS ONLY: Anticipate the following NADT no wind heading: RWY 8R heading 070°, RWY 9L heading 090°, RWY 26L heading 275°, RWY 27R heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.

NOTE: TURBOJETS: Accelerate to 250 KIAS immediately until reaching 10,000 MSL, if unable, advise ATC.

TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.



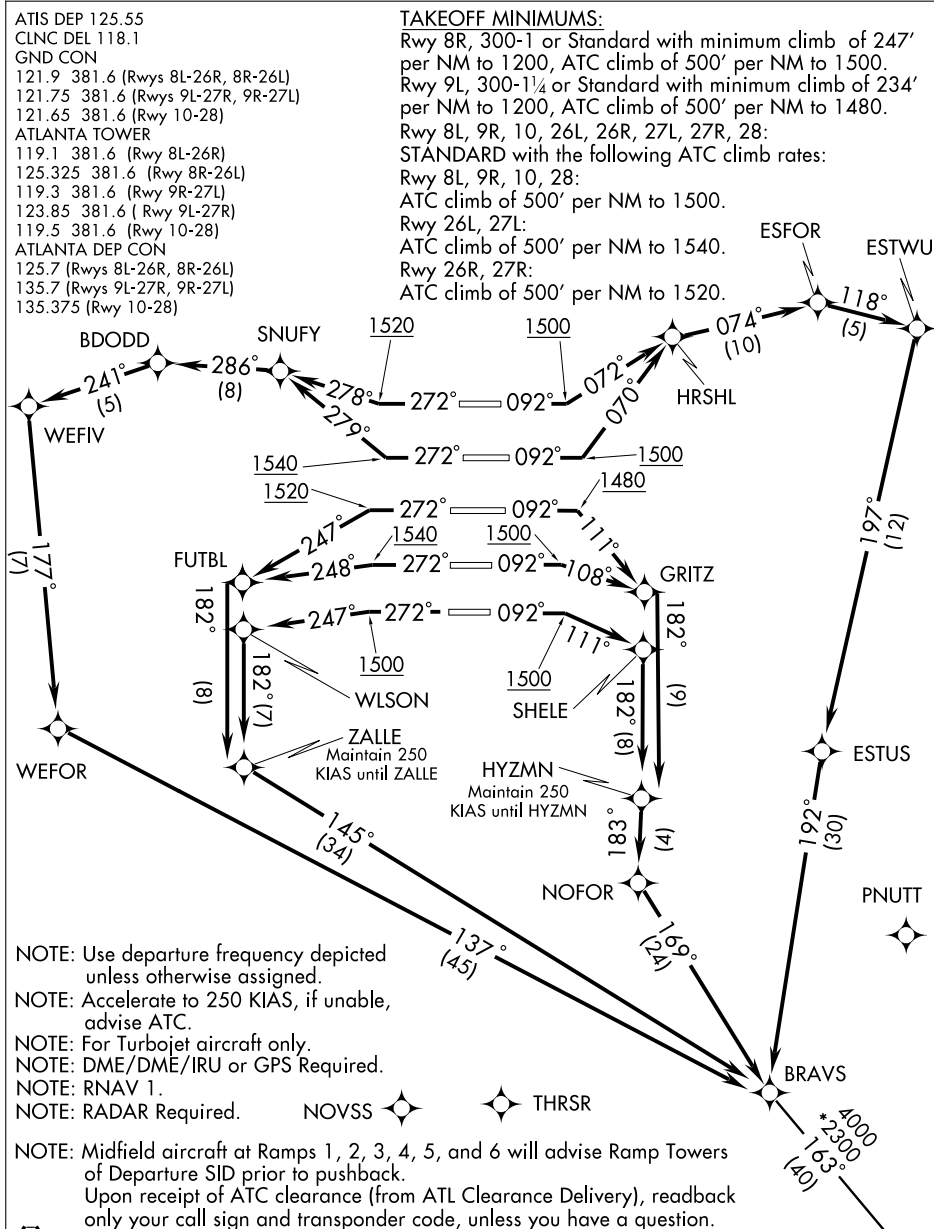
### DEPARTURE ROUTE DESCRIPTION

Turbojets maintain 10,000 (or requested altitude if lower), props maintain 4,000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Unless otherwise assigned, departure frequency for North runways (8L-26R and 8R-26L) - 125.7, South runways (9L-27R and 9R-27L) - 135.7. Transponder code will be issued via PDC or Atlanta Clearance Delivery.

SPECIAL INSTRUCTIONS: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:

INTERSECTION	VECTOR AREA
EAONE	EAST-ONE
EATWO	EAST-TWO
NOONE	NORTH-ONE
NOTWO	NORTH-TWO
SOONE	SOUTH-ONE
SOTWO	SOUTH-TWO
WEONE	WEST-ONE
WETWO	WEST-TWO

Upon receipt of ATC, clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.



COLUMBUS  
CSG

SARGE

LUCKK

WALET

(Continued on next page)

NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to BRAVS, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....  
....maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

## WALET TRANSITION (BRAVS5.WALET):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on Tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

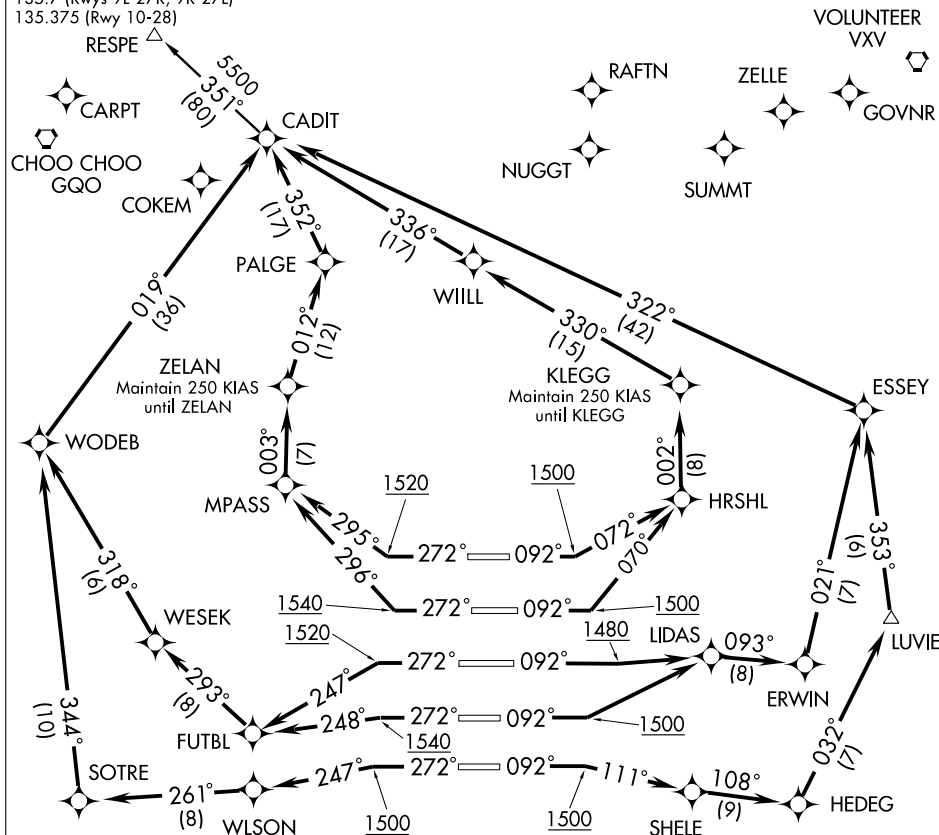
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

ATIS DEP 125.55  
CLNC DEL 118.1  
GND CON  
121.9 381.6 (Rwys 8L-26R, 8R-26L)  
121.75 381.6 (Rwys 9L-27R, 9R-27L)  
121.65 381.6 (Rwy 10-28)  
ATLANTA TOWER  
119.1 381.6 (Rwy 8L-26R)  
125.325 381.6 (Rwy 8R-26L)  
119.3 381.6 (Rwy 9R-27L)  
123.85 381.6 (Rwy 9L-27R)  
119.5 381.6 (Rwy 10-28)  
ATLANTA DEP CON  
125.7 (Rwys 8L-26R, 8R-26L)  
135.7 (Rwys 9L-27R, 9R-27L)  
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.  
NOTE: For Turbojet aircraft only.  
NOTE: RADAR Required.  
NOTE: Use departure frequency depicted unless otherwise assigned.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:  
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:  
STANDARD with the following ATC climb rates:  
Rwy 8L, 9R, 10, 28:  
ATC climb of 500' per NM to 1500.  
Rwy 26L, 27L:  
ATC climb of 500' per NM to 1540.  
Rwy 26R, 27R:  
ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:  
Rwy 8R, 300-1 or Standard with minimum climb  
of 247' per NM to 1200, ATC climb of 500' per  
NM to 1500.  
Rwy 9L, 300-1¼ or Standard with minimum climb  
of 234' per NM to 1200, ATC climb of 500' per  
NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to CADIT, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to CADIT, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to CADIT, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to CADIT, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to CADIT, thence....

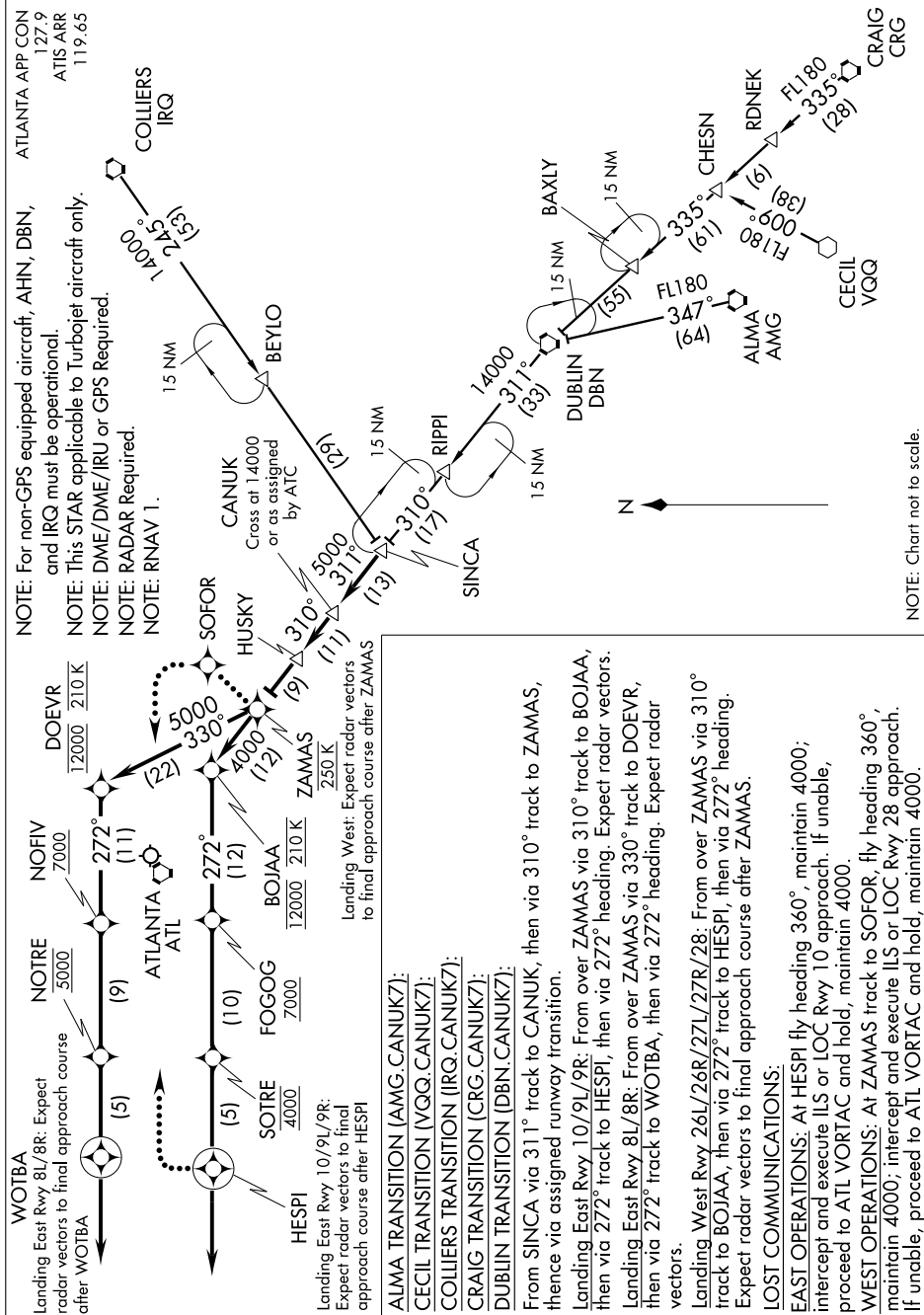
TAKE-OFF RWY 28: Climb heading 272° to at above 1500, then on 247° course to WLSON, then via depicted route to CADIT, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

### RESPE TRANSITION (CADIT5.RESPE):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

## CANUK SEVEN ARRIVAL (RNAV)



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.  
NOTE: For Turbojet aircraft only.  
NOTE: RADAR Required.  
NOTE: Use departure frequency depicted unless otherwise assigned.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to COKEM, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to COKEM, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to COKEM, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to COKEM, thence....

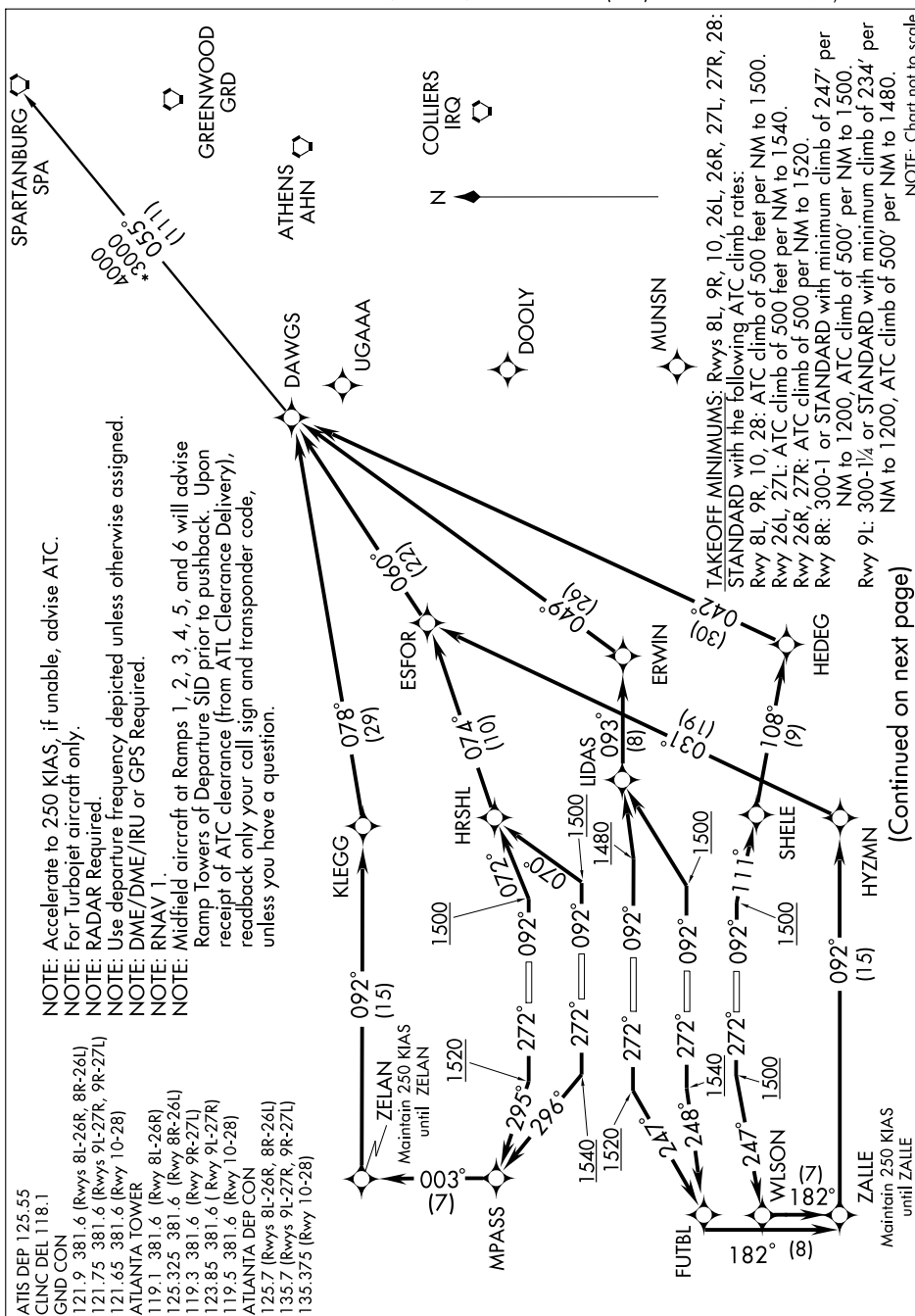
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to COKEM, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to COKEM, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

## CARPT TRANSITION (COKEM4.CARPT):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DAWGS, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DAWGS, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DAWGS, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DAWGS, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to DAWGS, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

**SPARTANBURG TRANSITION (DAWGS4.SPA):**

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

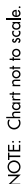
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.





(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to DOOLY, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

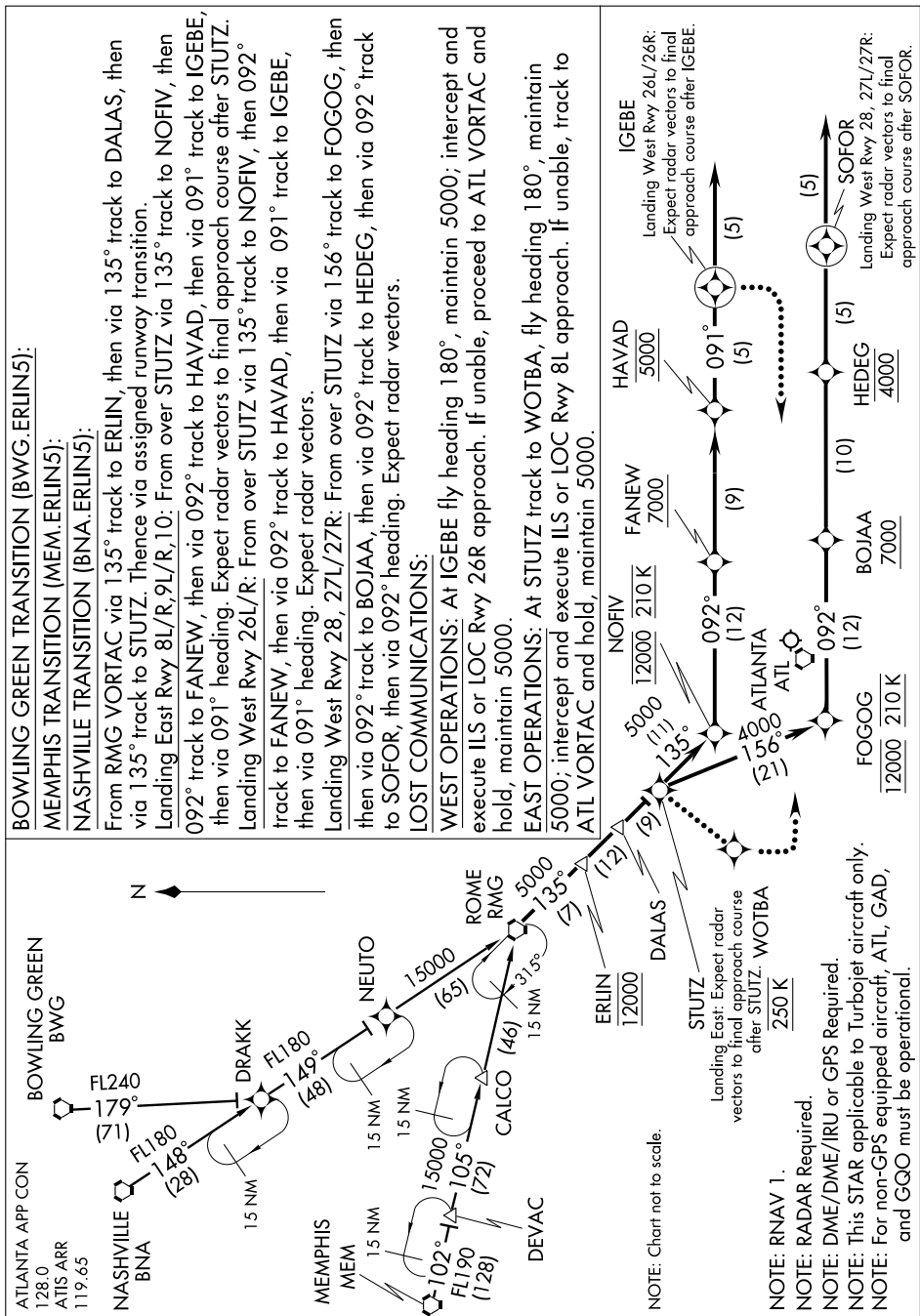
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

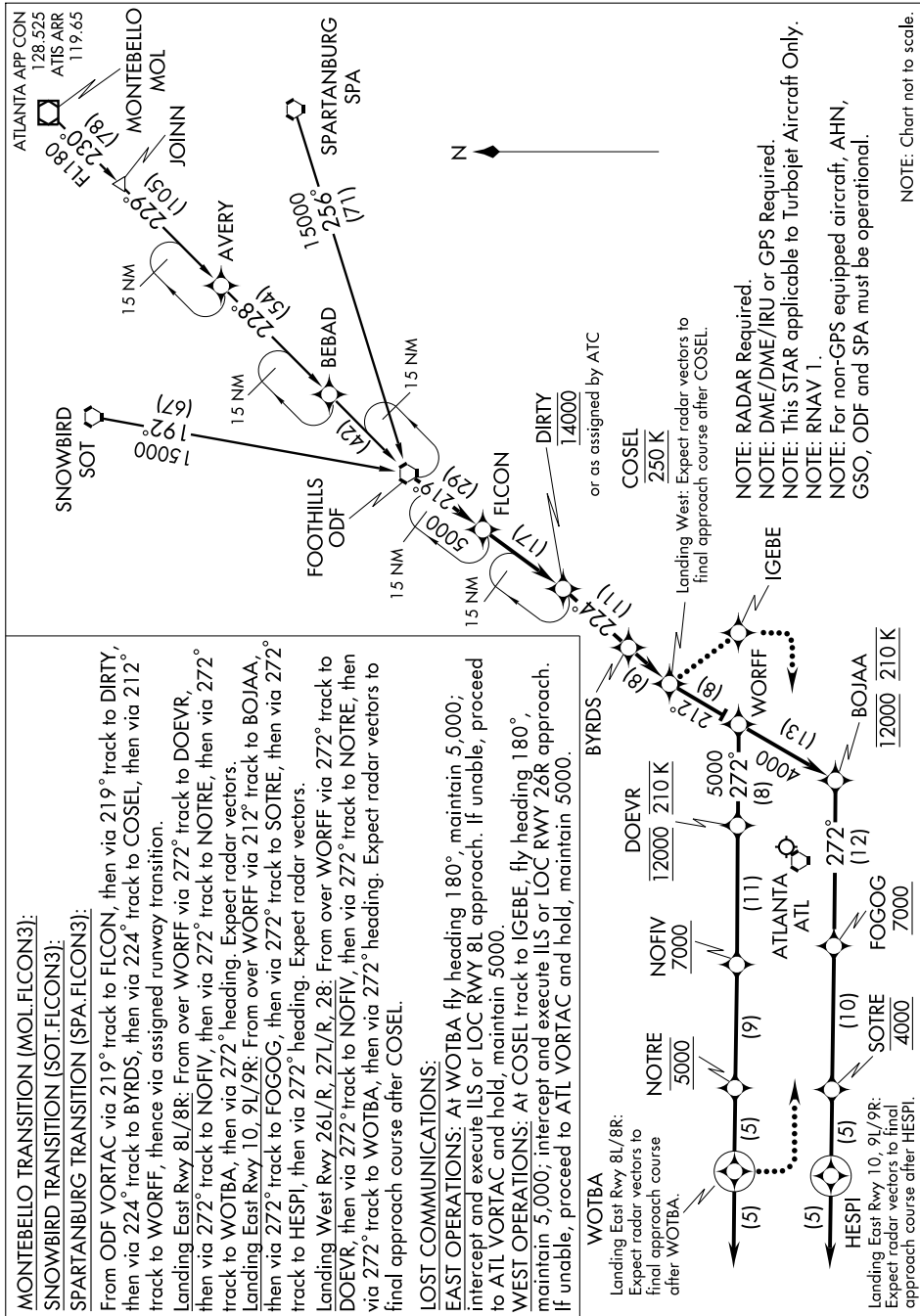
....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

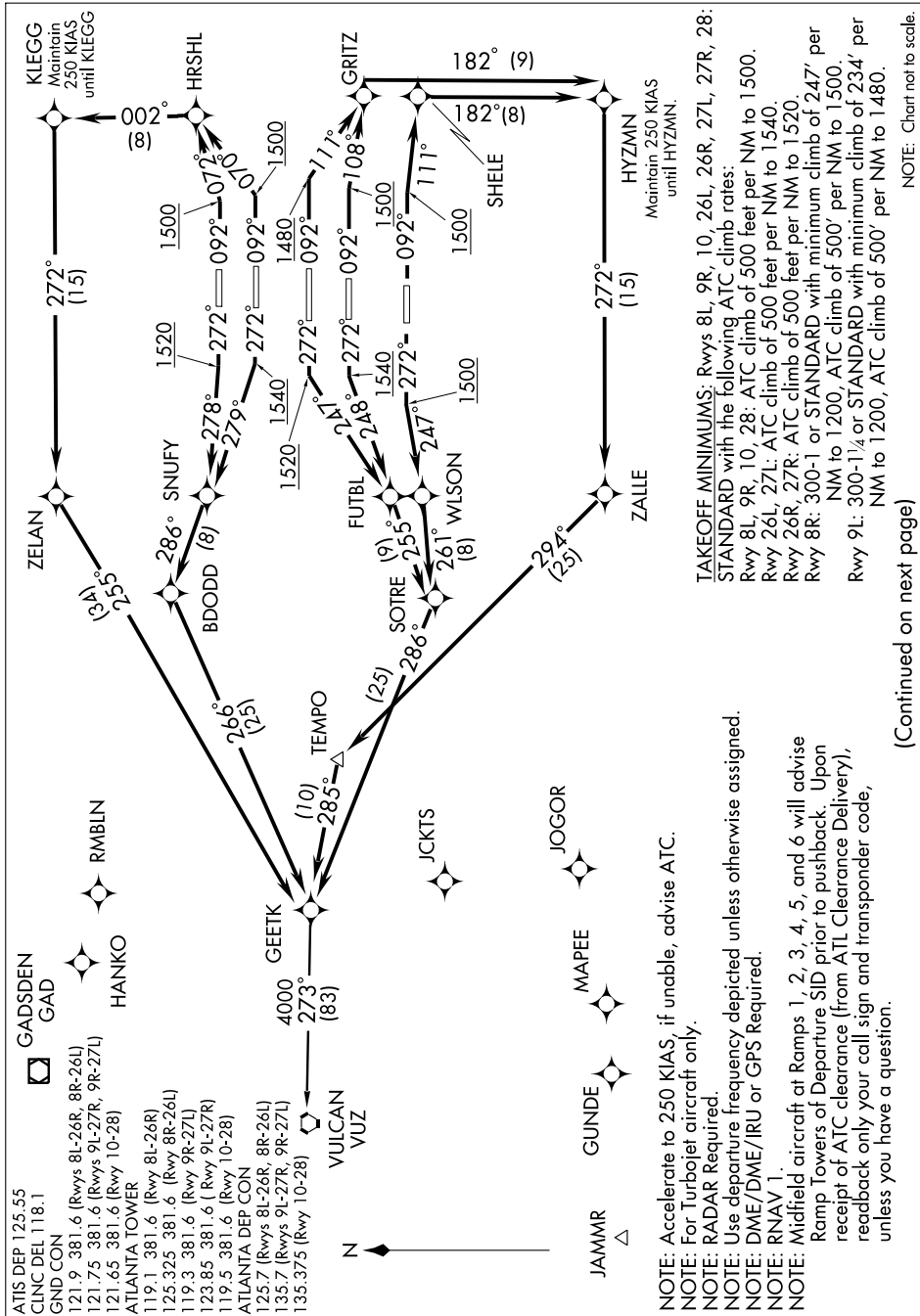
GREENWOOD TRANSITION (DOOLY4.GRD):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



## FLCON THREE ARRIVAL (RNAV)





(Continued on next page)

SE-4. 17 DEC 2009 to 14 JAN 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRS HL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRS HL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to GEETK, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to GEETK, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to GEETK, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to GEETK, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSN, then via depicted route to GEETK, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

## VULCAN TRANSITION (GEETK5.VUZ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

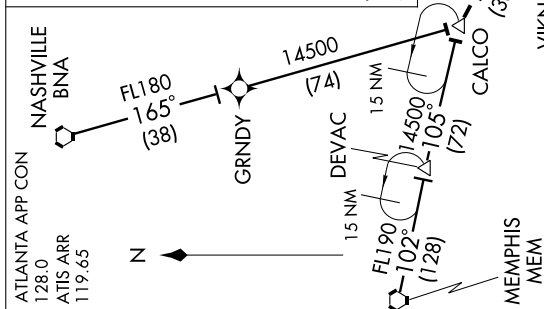
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

**MEMPHIS TRANSITION (MEM.HERKO2):**  
**NASHVILLE TRANSITION (BNA.HERKO2):**  
 From over CALCO via 119° track to VIKNN, then via 119° track to HERKO, then via 121° track to RPTOR, then via 137° track to NOTRE, thence via assigned runway transition.  
 Landing East Rwy 8L/8R, 9L/9R, 10: From over NOTRE via 092° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after RPTOR.  
 Landing West Rwy 26L/26R: From over NOTRE via 092° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.  
 Landing West Rwy 28, 27L/27R: From over NOTRE via 140° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.  
**LOST COMMUNICATIONS:**  
**EAST OPERATIONS:** At RPTOR track to WOTBA, fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.  
**WEST OPERATIONS:** At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, track to ATL VORTAC and hold, maintain 5000.



NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: Assigned by ATC Only.

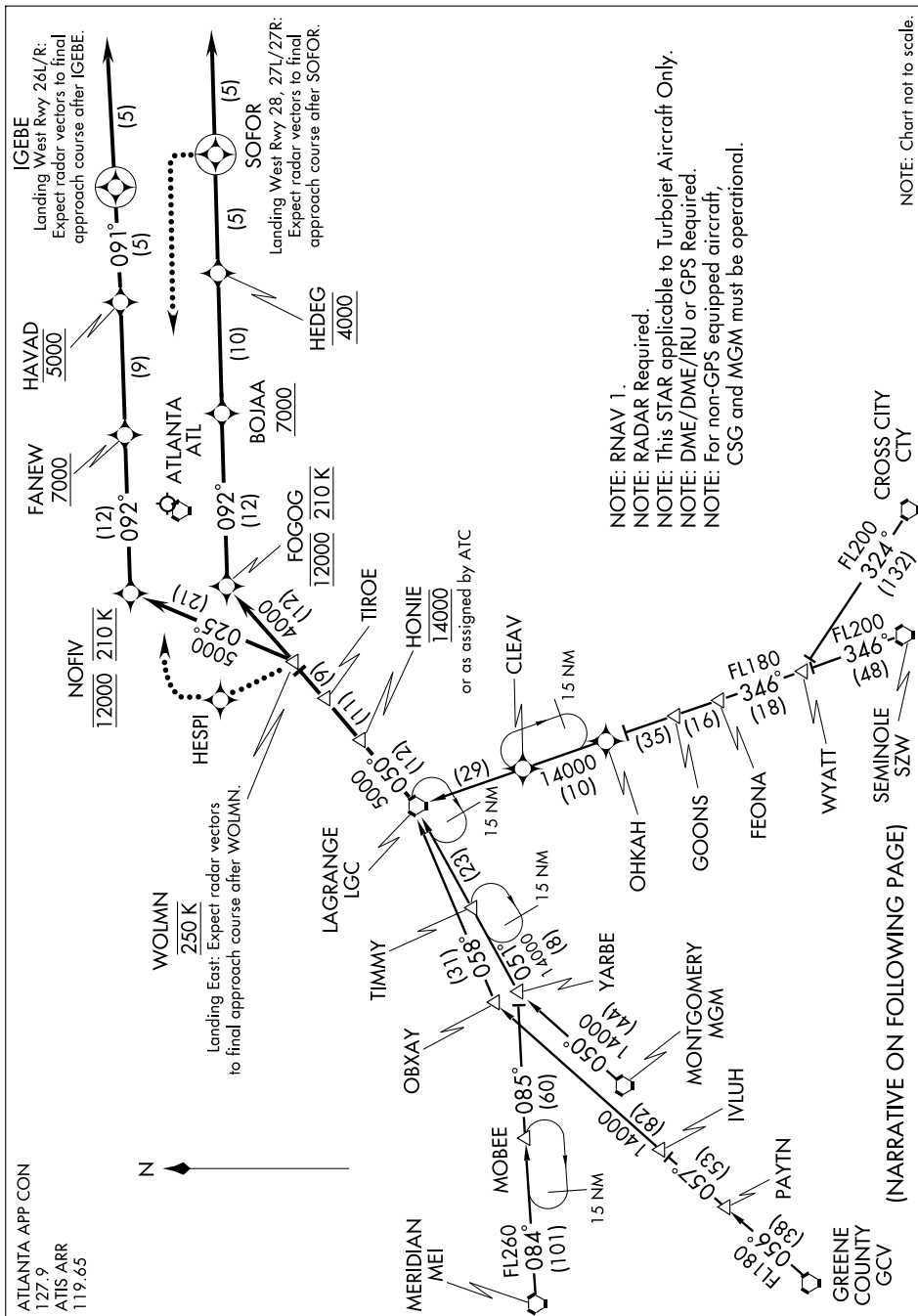
NOTE: This STAR applicable to Turboprop Aircraft Only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For non-GPS equipped aircraft, GAD, GGO, RMG and SQS must be operational.

NOTE: Chart not to scale.

## HONIE FIVE ARRIVAL (RNAV)





## HONIE FIVE ARRIVAL (RNAV)

## ARRIVAL DESCRIPTION

CROSS CITY TRANSITION (CTY.HONIE5):

GREENE COUNTY TRANSITION (GCV.HONIE5):

MERIDIAN TRANSITION (MEI.HONIE5):

MONTGOMERY TRANSITION (MGM.HONIE5):

SEMINOLE TRANSITION (SZW.HONIE5):

From LGC VORTAC via 050° track to HONIE, then via 050° track to TIROE, then via 050° track to WOLMN. Thence via assigned runway transition.

Landing East Rwy 8L/R, 9L/R, 10: From over WOLMN via 050° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors to final approach course after WOLMN.

Landing West Rwy 26L/R: From over WOLMN via 025° track to NOFIV, then via 092° track to FANew, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/27R: From over WOLMN via 050° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOLMN track to HESPI, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

WEST OPERATIONS: At SOFOR fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

**Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwy 8L and 10. ADF or DME or RADAR REQUIRED.**

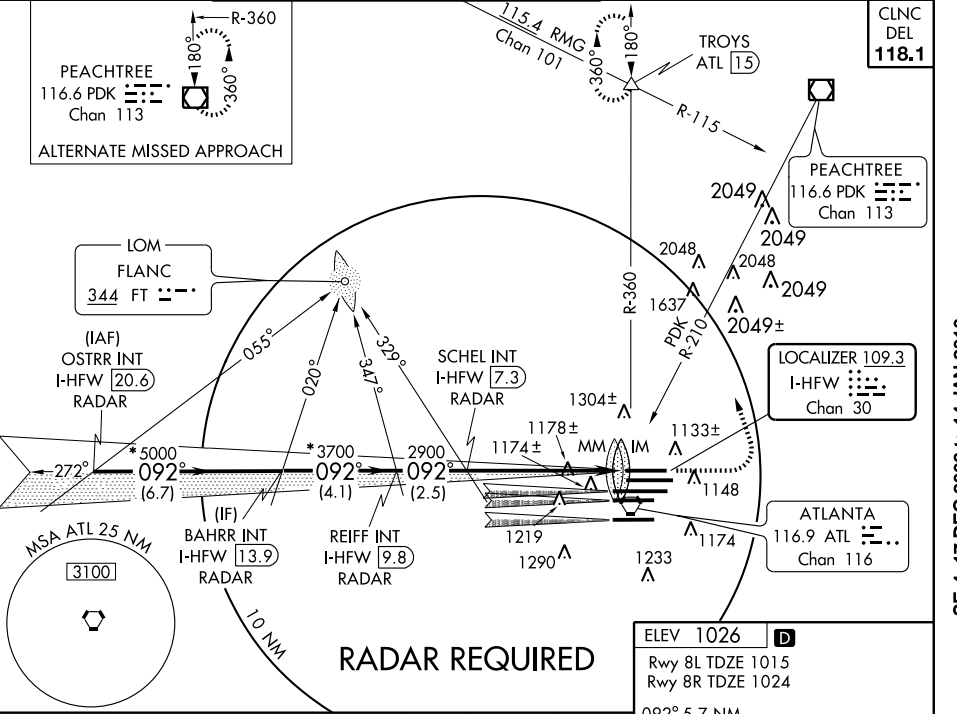
LOC procedure NA during simultaneous operations.

Inoperative table does not apply to sidestep Rwy 8R.

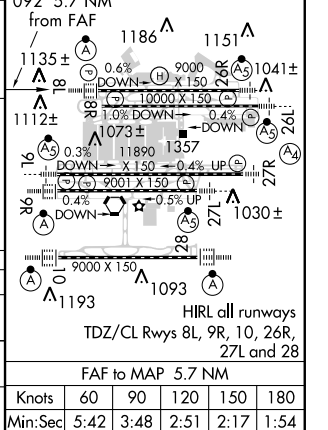
ALSf-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 1.5 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER				ALL	GND CON		ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28 RWYS	8L-26R,8R-26L	(9L-27R,9R-27L)	10-28 RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5 381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65 381.6</b>



* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.				
OSTRR INT I-HFW [20.6] RADAR	BAHRR INT I-HFW [13.9] RADAR	REIFF INT I-HFW [9.8] RADAR	SCHEL INT I-HFW [7.3] RADAR	MM I-HFW [2.7] IM I-HFW [1.6]
6000	3700	2900	2700	2500
6.7 NM	4.1 NM	2.5 NM	4.5 NM	0.7 NM
CATEGORY A B C D				
S-ILS 8L 1215/18 200 (200-½)				
S-LOC 8L 1440/24 425 (500-½) 1440/40 425 (500-¾)				
SIDESTEP RWY 8R 1440/50 416 (500-1) 1440-1½ 416 (500-½) 1440-2 416 (500-2)				



AL-26 (FAA)

HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

**PEACHTREE**  
116.6 PDK  
Chan 113

ALTERNATE MISSED APPROACH

LOM FLANC  
344 FT

MSA ATL 25 NM  
3100

R-360  
R-115  
R-272  
PDK R-210

115.4 RMG  
Chan 101

TROYS  
ATL 15

CLNC DEL  
118.1

2049  
2048  
1637  
2049±  
1133±  
1148  
1174  
Λ 1233

BBURG INT  
I-ATL 7.2  
RADAR

\*5000  
092°  
(6.8)

\*3700  
092°  
(4.1)

2800  
092°  
(2.8)

1178±  
1174±  
MM IM

1219  
1290

(IAF)  
PRMAN INT  
I-ATL 20.8  
RADAR

(IF)  
CHINN INT  
I-ATL 14.1  
RADAR

STUMP INT  
I-ATL 10  
RADAR

ATLANTA  
116.9 ATL  
Chan 116

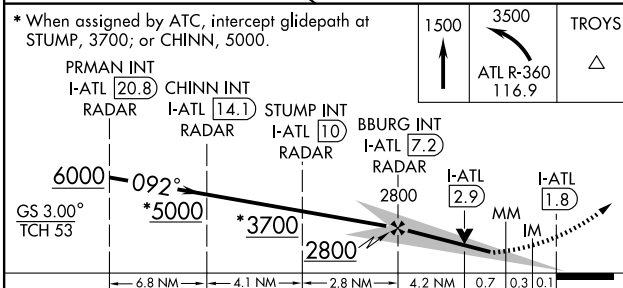
ELEV 1026 D

Rwy 8L TDZE 1015'  
Rwy 8R TDZE 1024'

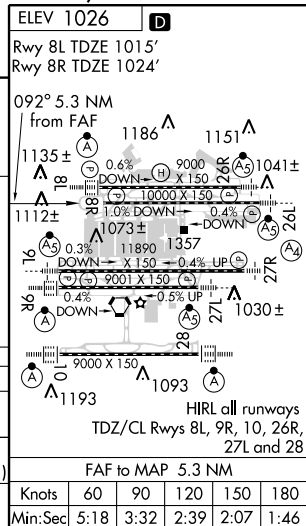
**RADAR REQUIRED**

## RADAR REQUIRED

\* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.



CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40 257 (300-¾)				
S-LOC 8R	1440/40 416 (500-¾)	1440/60 416 (500-1¼)			1440-1½ 416 (500-1½)
SIDESTEP RWY 8L	1440/50 425 (500-1)			1440-1½	425 (500-1½)



AL-26 (FAA)

ILS or LOC RWY 9L

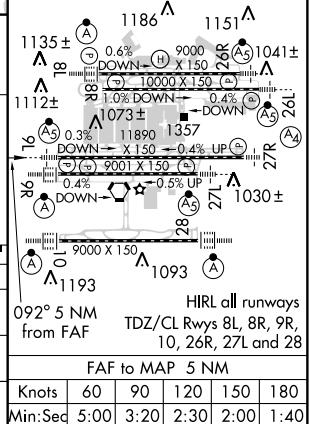
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL(ATL)

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

[illegible]

SE-4. 17 DEC 2009 to 14 JAN 2010

CATEGORY	A	B	C	D
S-ILS 9L	** 1219/24 200 (200-½)			
S-LOC 9L	1480/24 461 (500-½)	1480/40 461 (500-¾)	1480/50 461 (500-1)	
SIDESTEP 9R	1480/50 454 (500-1)	1480-1½ 454 (500-1½)		

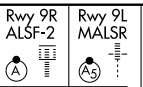


LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	9R <b>9000</b> <b>1026</b> <b>1026</b>	9L <b>11730</b> <b>1019</b> <b>1026</b>
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# ILS or LOC RWY 9R

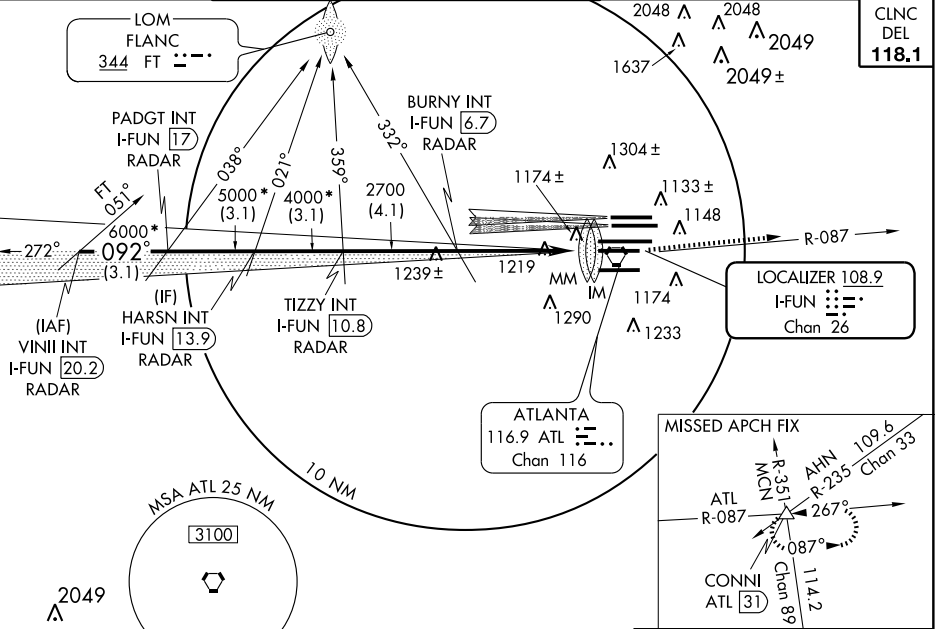
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**Simultaneous approach authorized with Rwy 8L or 8R. ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9L for Cats A and B. LOC procedure NA during simultaneous operations.**



**MISSED APPROACH:** Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

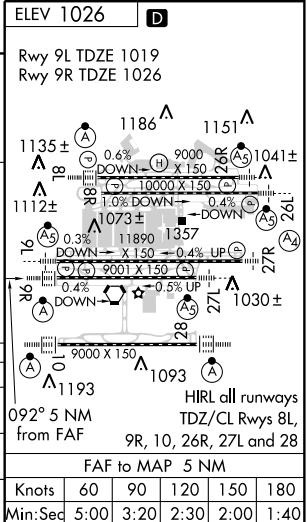
ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>
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## RADAR REQUIRED

\*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

1500	4000	CONNI
↑	ATL R-087	△
VINII INT I-FUN 20.2 RADAR	PADGT INT I-FUN 17 RADAR	TIZZY INT I-FUN 10.8 RADAR
HARSN INT I-FUN 13.9 RADAR	BURNY INT I-FUN 6.7 RADAR	I-FUN 2.9
7000	092° → *6000 *5000 *4000 GS 3.00° TCH 54 2700	
→ 3.1 NM	3.1 NM	4.1 NM 3.8 NM 0.8 0.2 0.1
CATEGORY	A	B C D
S-ILS 9R	1226/18 200 (200-½)	
S-LOC 9R	1480/24 454 (500-½)	1480/40 454 (500-¾) 1480/50 454 (500-1)
SIDESTEP 9L	1480/50 461 (500-1) 1480-1½ 461 (500-1½)	



LOC/DME I-OMO <b><u>111.55</u></b> Chan <b>52</b> (Y)	APP CRS <b>092°</b>	Rwy Idg <b>9000</b> TDZE <b>1000</b> Apt Elev <b>1026</b>
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ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

## ILS or LOC RWY 10

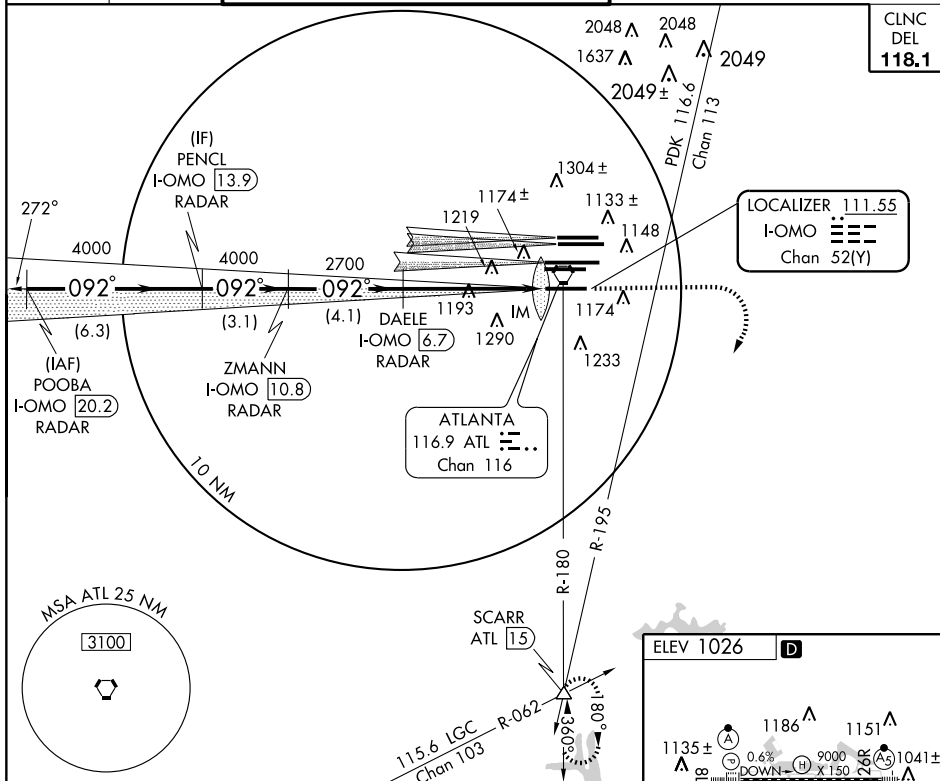
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. LOC Procedure NA during simultaneous operations. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

ALSF-2



**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	



POOBA I-OMO 20.2 RADAR  
PENCL I-OMO 13.9 RADAR  
ZMANN I-OMO 10.8 RADAR  
DAELE I-OMO 6.7 RADAR

4000 092° 4000 4000 2700

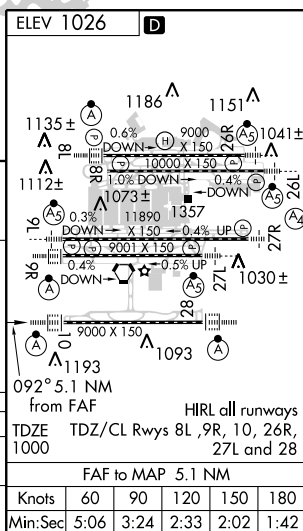
Procedure Turn NA GS 3000° TCH 58

6.3 NM 3.1 NM 4.1 NM 3.7 NM 1.3 0.1

I-OMO 3 IM I-OMO 1.7


1400 3500 ATL R-180 SCARR

CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200-1/2)			
S-LOC 10	1500/24	500 (500-1/2)	1500/40 500 (500-3/4)	1500/50 500 (500-1)



ILS or LOC RWY 26L

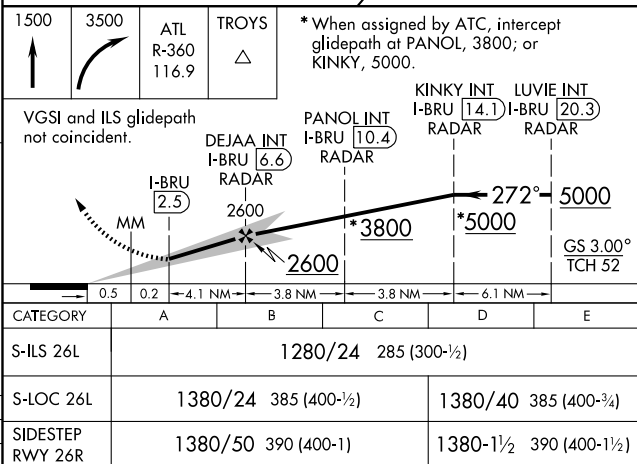
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**MALSR**  
  
**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

CLNC  
DEL  
**118.1**



## RADAR REQUIRED



LOC/DME I-GXZ  
**110.1**  
Chan **38**

APP CRS  
**274°**

Rwy Idg  
26R 26L  
TDZE **8800 10000**  
Apt Elev **990 995**  
1026 1026

ILS or LOC RWY 26R

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

▽

Inoperative table does not apply to sidestep Rwy 26L Cats A and B.  
Simultaneous approach authorized with Rwy 27L or 27R or 28, or  
Rwys 27R and 28. LOC procedure NA during simultaneous operations.

Rwy 26R  
MALSR

Rwy 26L  
MALSR

MISSED APPROACH: Climb to  
1400 then climbing right turn to  
3500 via ATL VORTAC R-360  
to TROYS INT/ATL 15 DME and  
hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>	ALL RWYS <b>121.9</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.75 121.65 381.6</b>	ALL RWYS
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HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42
CATEGORY	A		B		D
S-ILS 26R			1190/18 200 (200-1/2)		
S-LOC 26R	1380/24		390 (400-1/2)		1380/40 390 (400-3/4)
SIDESTEP RWY 26L	1380/60		385 (400-1 1/4)		1380-1 3/4 385 (400-1 3/4)

SE-4, 17 DEC 2009 to 14 JAN 2010

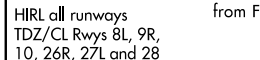
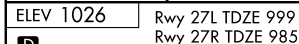


ATLANTA/ ILS or LOC RWY 27L  
HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Rwy 27R  
MALS  
A4

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

MISSED APCH FIX	
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10 NM				
1400 ↑ ATL R-268	4000 △	* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.		YABBA INT I-FSQ 20.8 RADAR
VGSI and ILS glidepath not coincident.		DEPOT INT I-FSQ 7.1 RADAR	ANVAL INT I-FSQ 10.8 RADAR	DOOOH INT I-FSQ 14 RADAR
I-FSQ 1.6 IM		I-FSQ 2.5	I-FSQ 7.1	DEZEE INT I-FSQ 17.1 RADAR
0.2		0.7	4.5 NM	3.8 NM
CATEGORY		A	B	C
S-ILS 27L	1199/18 200 (200-½)			
S-LOC 27L	1340/24 341 (400-½)			1340/40 341 (400-¾)
SIDESTEP 27R	1420/60	435 (400-1¼)	1420-1¾ 435 (400-1¾)	1420-2¼ 435 (400-2¼)



AL-26 (FAA)

LOC/DME I-PKU <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>272°</b>	Rwy Idg <b>9000</b> TDZE <b>998</b> Apt Elev <b>1026</b>
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ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS or LOC RWY 28

**T** Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwy 27R and 26R.  
LOC Procedure NA during simultaneous operations.  
DME or Radar required.

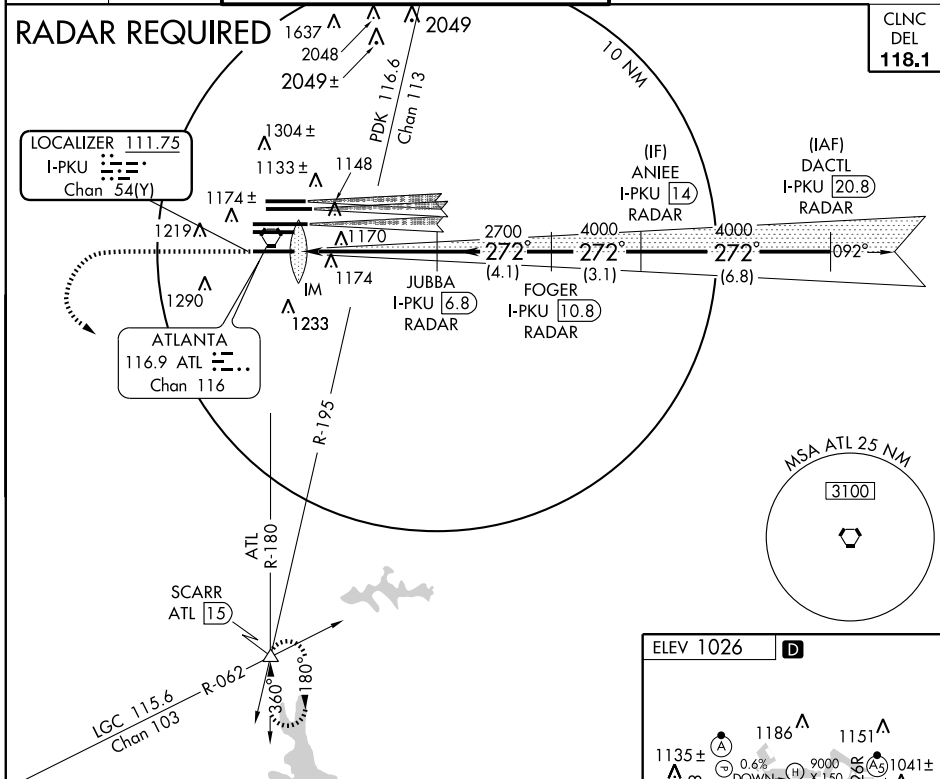
ALSF-2



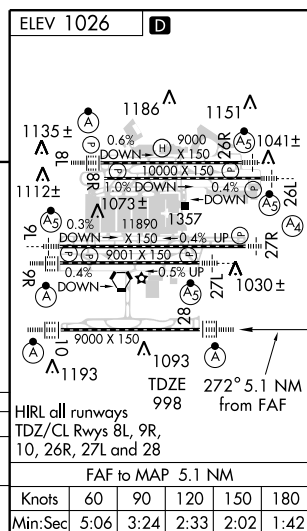
**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	

## RADAR REQUIRED

CLNC  
DEL  
118.1

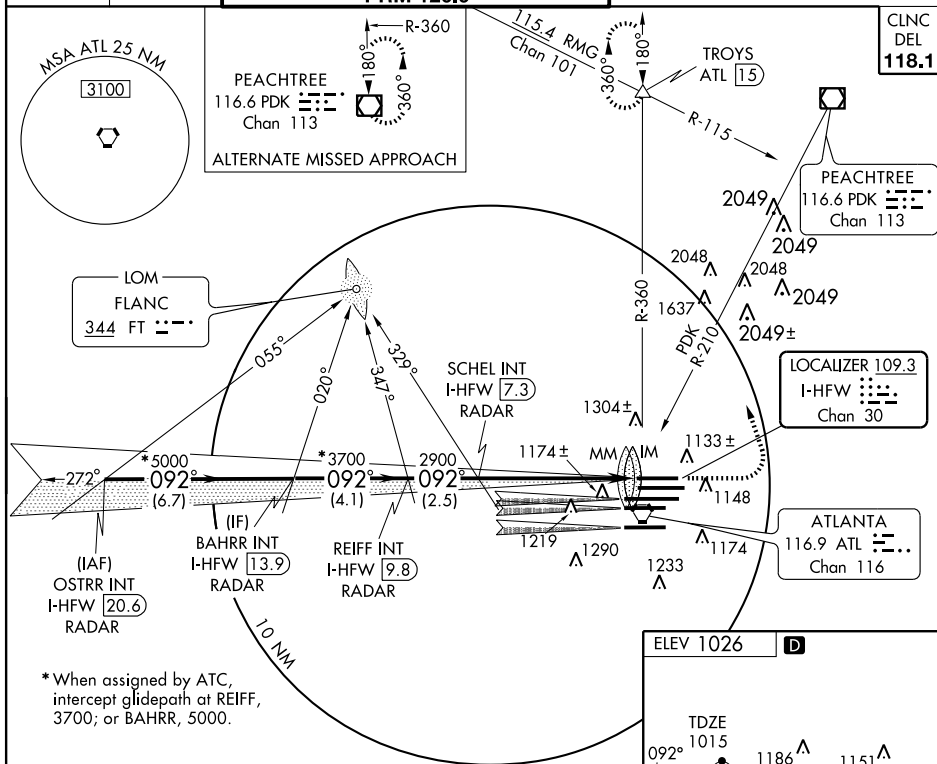
1400 ↑	3500 ATL R-180	SCARR △	JUBBA I-PKU [6.8] RADAR	FOGER I-PKU [10.8] RADAR	ANIEE I-PKU [14] RADAR	DACTL I-PKU [20.8] RADAR
CATEGORY	A	B	C	D		
S-ILS 28	1198/18 200 (200-½)					
S-LOC 28	1420/24	422 (400-½)	1420/40	422 (400-¾)		



SE-4. 17 DEC 2009 to 14 JAN 2010

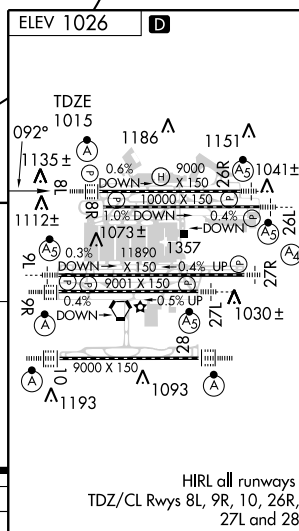
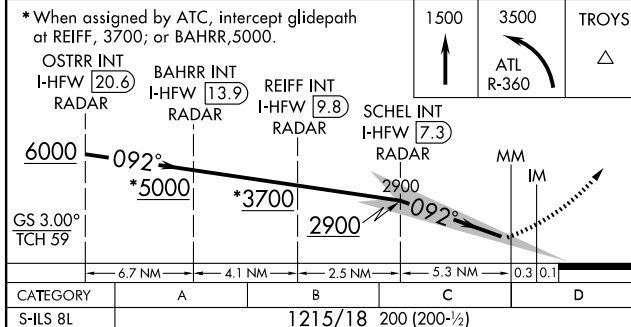
(SIMULTANEOUS CLOSE PARALLEL)  
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

CLNC  
DEL  
**118.1**

## RADAR REQUIRED

\* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



**ATTENTION ALL USERS PAGE (AAUP)**

## Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-HFW <b>109.3</b> Chan <b>30</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>8800</b> <b>1015</b> <b>1026</b>
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

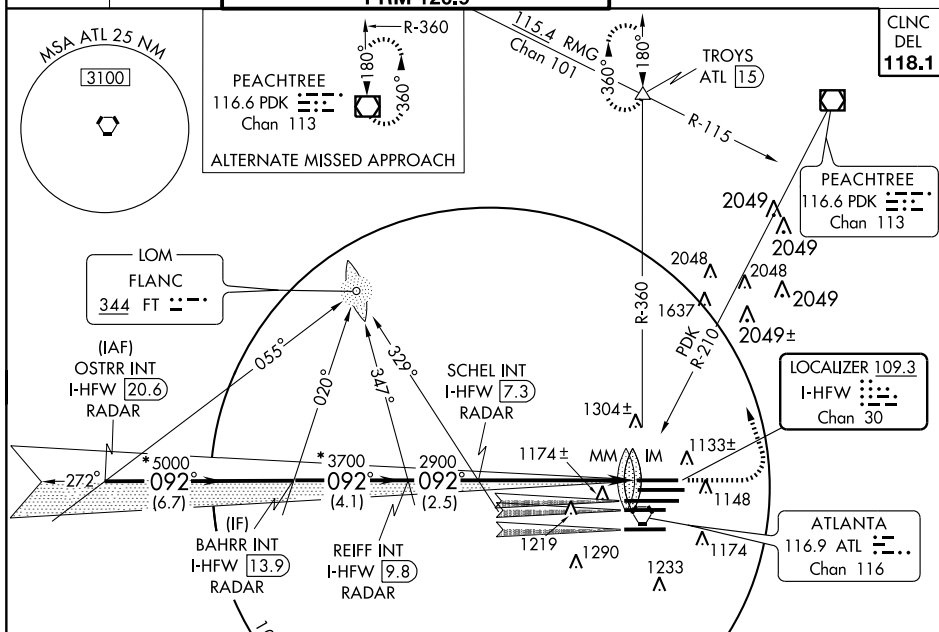
Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSIF-2



MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

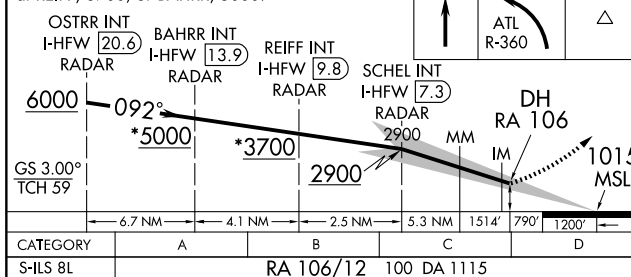
ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 126.9</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>	ALL RWYS
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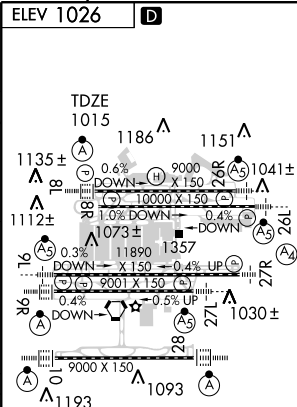
RADAR REQUIRED

\*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

\*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

**ATTENTION ALL USERS PAGE (AAUP)**

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

LOC/DME I-HFW <b>109.3</b> Chan <b>30</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev <b>8800</b> <b>1015</b> <b>1026</b>
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

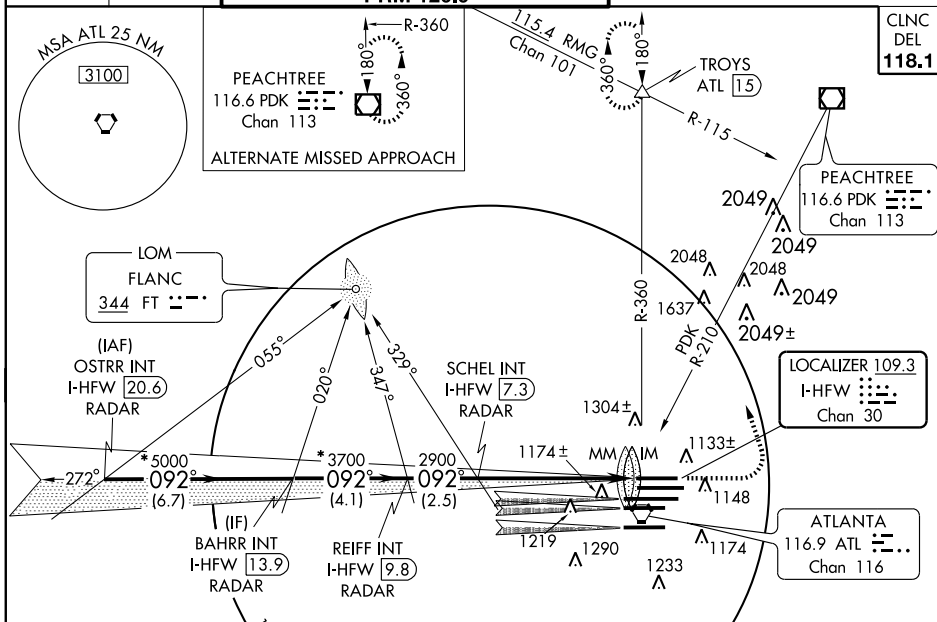
**Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.**

ALSF-2



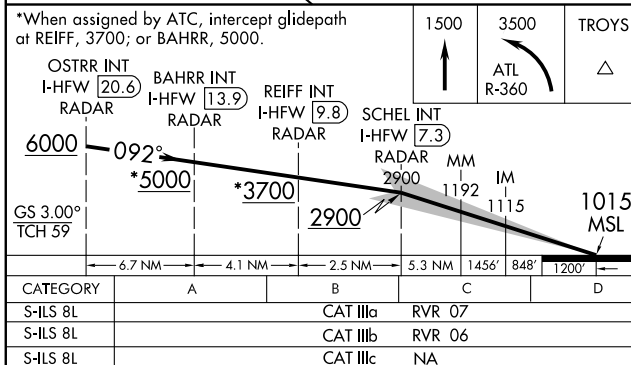
**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 126.9</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON (8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>
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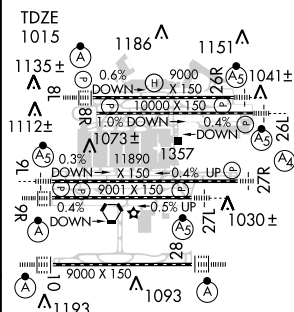
\* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

\*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



ELEV 1026

D



**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28



**ATTENTION ALL USERS PAGE (AAUP)**

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

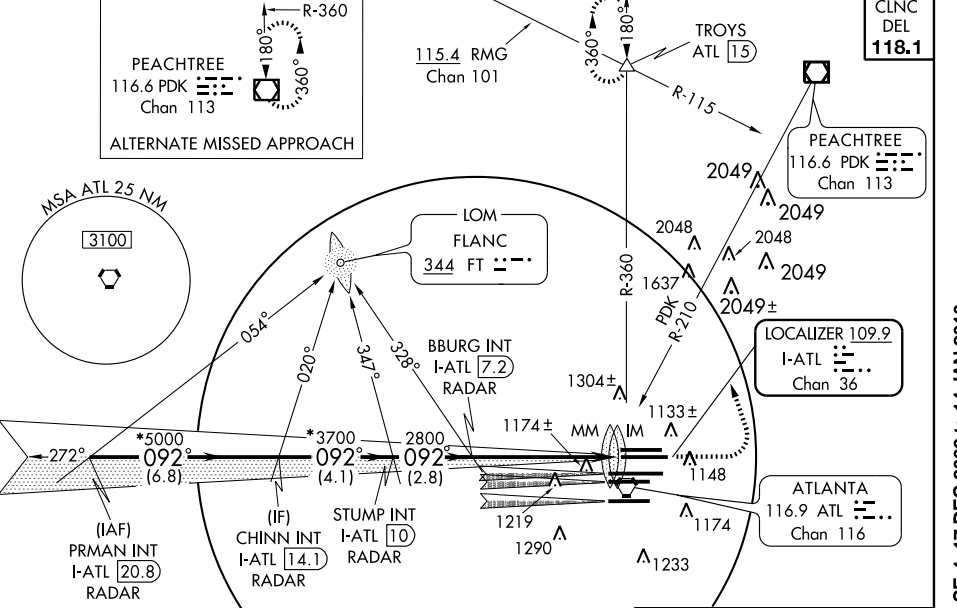
4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 126.9</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>
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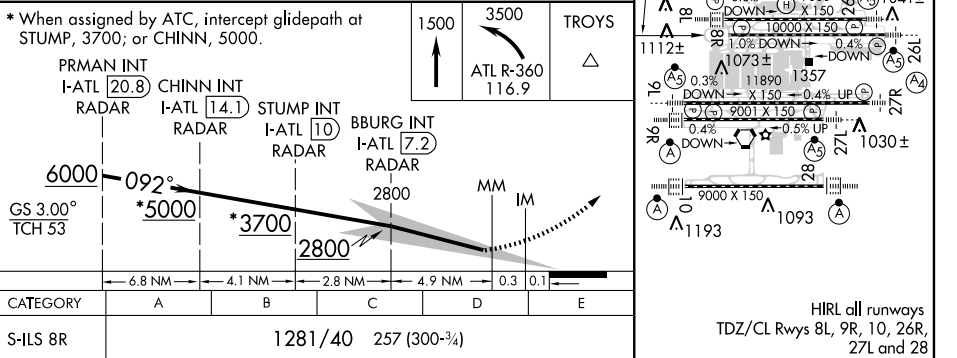


\* When assigned by ATC, intercept glideslope at STUMP, 3700; or CHINN, 5000.

ELEV 1026  
Rwy 8R TDZE 1024'

092°

Diagram showing the final approach segment with various altitudes and distances.



SE-4, 17 DEC 2009 to 14 JAN 2010

**ATTENTION ALL USERS PAGE (AAUP)**

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LOC/DME I-HZK <b>110.5</b> Chan <b>42</b>	APP CRS <b>092°</b>	Rwy ldg TDZE Apt Elev <b>11730</b> <b>1019</b> <b>1026</b>
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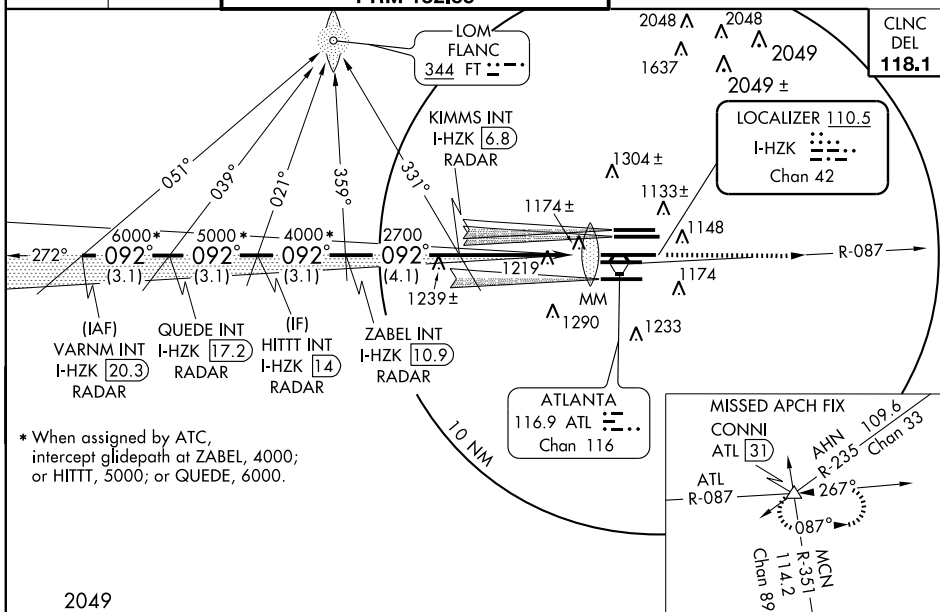
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page. \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.



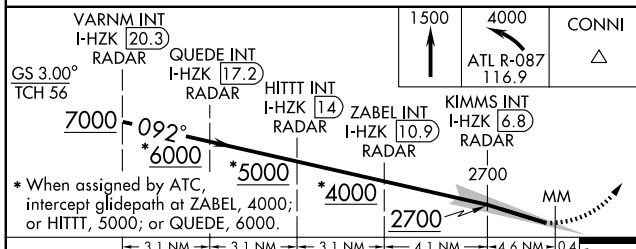
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI Int/ATL 31 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 132.55</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>
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\* When assigned by ATC, intercept glideslope at ZABEL, 4000; or HITT, 5000; or QUEDE, 6000.

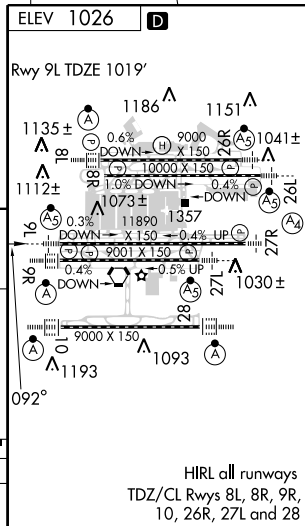
RADAR REQUIRED



\* When assigned by ATC, intercept glideslope at ZABEL, 4000; or HITT, 5000; or QUEDE, 6000.

CATEGORY	A	B	C	D
S-ILS 9L				

\*\* 1219/24 200 (200-1/2)



HIRL all runways  
TDZ/CL Rwy 8L, 8R, 9R,  
10, 26R, 27L and 28

**ATTENTION ALL USERS PAGE (AAUP)**

## Condensed Briefing Point:

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Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

(SIMULTANEOUS CLOSE PARALLEL)  
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

SE-4, 17 DEC 2009 to 14 JAN 2010

## RADAR REQUIRED

\* When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

HIRL all runways  
TDZ/CL Rwy's 8L,  
9R, 10, 26R, 27L and 28

**ATTENTION ALL USERS PAGE (AAUP)**

## Condensed Briefing Point:

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LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev <b>9000</b> <b>1026</b> <b>1026</b>
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## (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

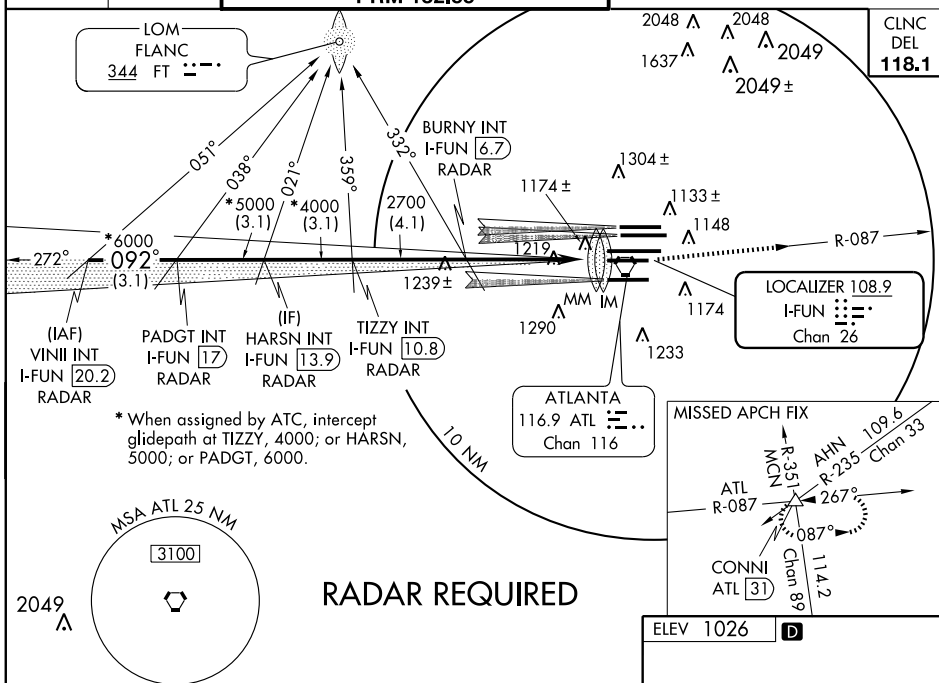
Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALS-F-2



MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 132.55</b>	ALL RWYS <b>121.9 121.65 381.6</b>
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\* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

MSA ATL 25 NM

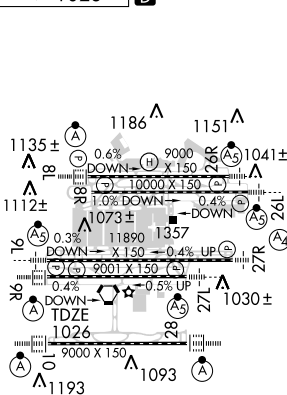
3100

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.			
VINII INT I-FUN <b>20.2</b> RADAR	PADGT INT I-FUN <b>17</b> RADAR	TIZZY INT I-FUN <b>10.8</b> RADAR	BURNY INT I-FUN <b>6.7</b> RADAR
HARSN INT I-FUN <b>13.9</b> RADAR	DH RA 114		
7000 - 092°	2700		
GS 3.00° TCH 54	1026 MSL		
3.1 NM	3.1 NM	4.1 NM	1390'
CATEGORY S-ILS 9R			
RA 114/12 100 DA 1126			

ELEV 1026

D



**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28



**ATTENTION ALL USERS PAGE (AAUP)**

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LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>1026</b> <b>1026</b>
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## (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

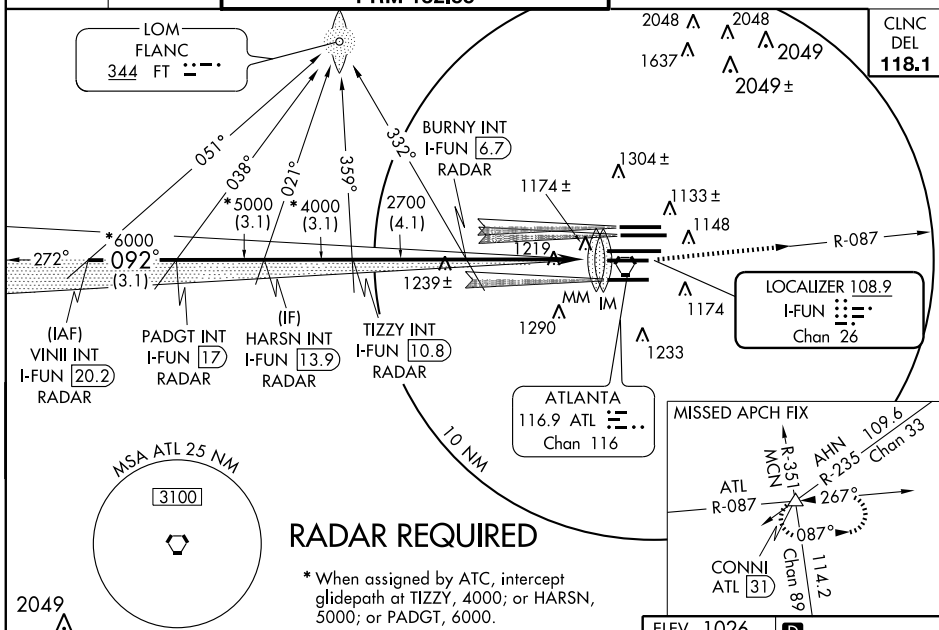
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ALSF-2



MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

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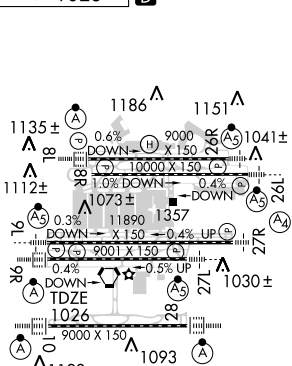
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VINII INT I-FUN <b>20.2</b> RADAR	PADGT INT I-FUN <b>17</b> RADAR	TIZZY INT I-FUN <b>10.8</b> RADAR	BURNI INT I-FUN <b>6.7</b> RADAR	↑	ATL R-087	△
7000	5000	4000	2700	1201	1125	1026
GS 3.00°	3.1 NM	3.1 NM	3.1 NM	4.1 NM	4.6	1441'
TCH 54	3.1 NM	3.1 NM	3.1 NM	4.1 NM	4.6	1441'
CATEGORY	A	B	C	D		
S-ILS 9R		CAT IIIa	RVR 07			
S-ILS 9R		CAT IIIb	RVR 03			
S-ILS 9R		CAT IIIc	NA			

ELEV 1026

D



**CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28

**ATTENTION ALL USERS PAGE (AAUP)**

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HIRL all runways  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28

SE-4. 17 DEC 2009 to 14 JAN 2010

**ATTENTION ALL USERS PAGE (AAUP)**

## Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

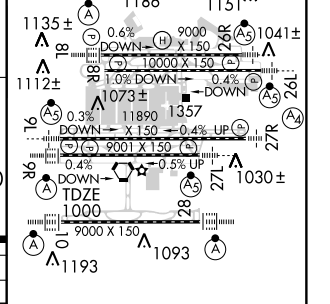
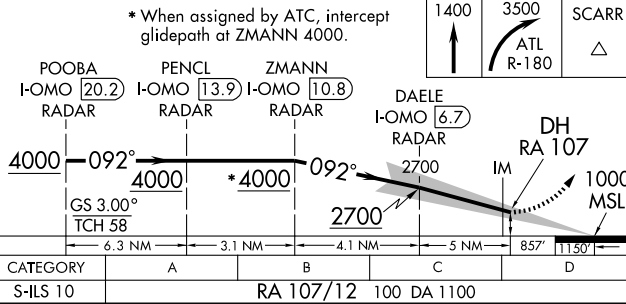
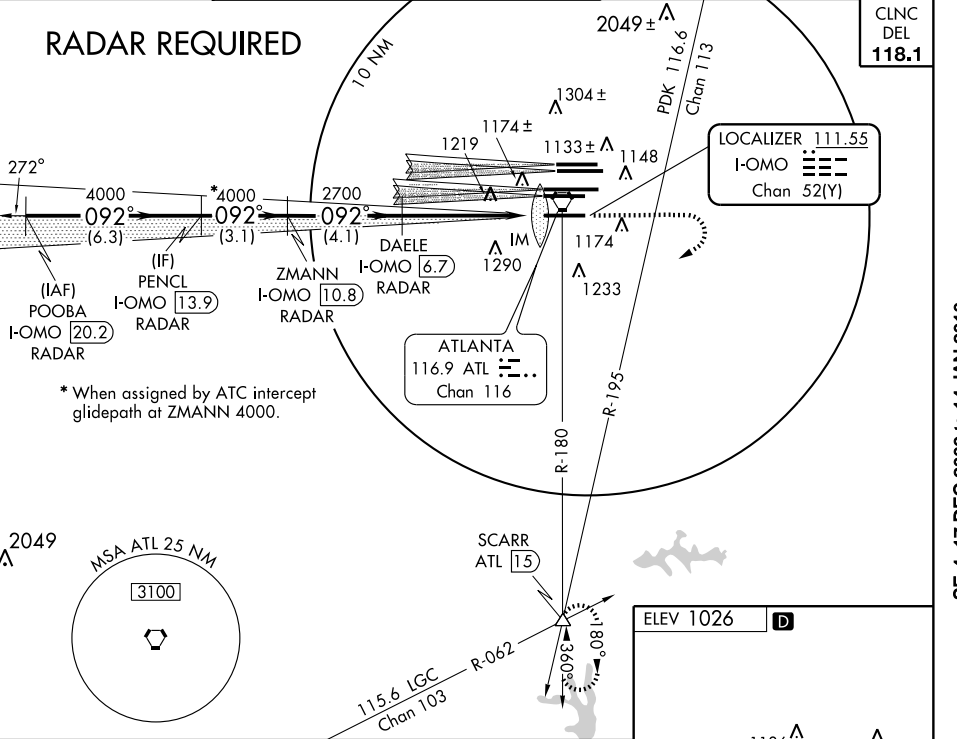
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glide slope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALS-F-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 133.425	ALL RWYS 121.9 121.75 121.65 381.6	GND CON 8L-26R,8R-26L (9L-27R,9R-27L) 10-28 RWYS	ALL RWYS
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SE-4, 17 DEC 2009 to 14 JAN 2010

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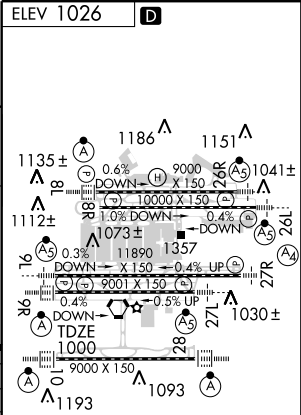
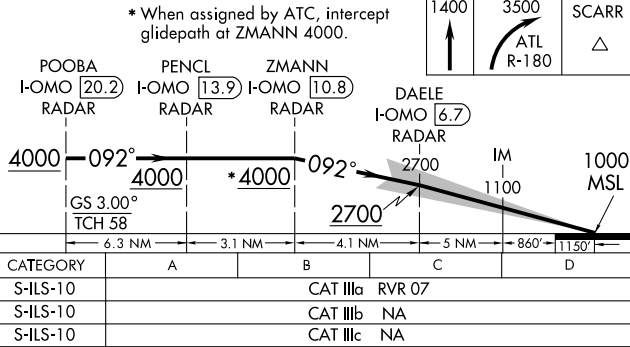
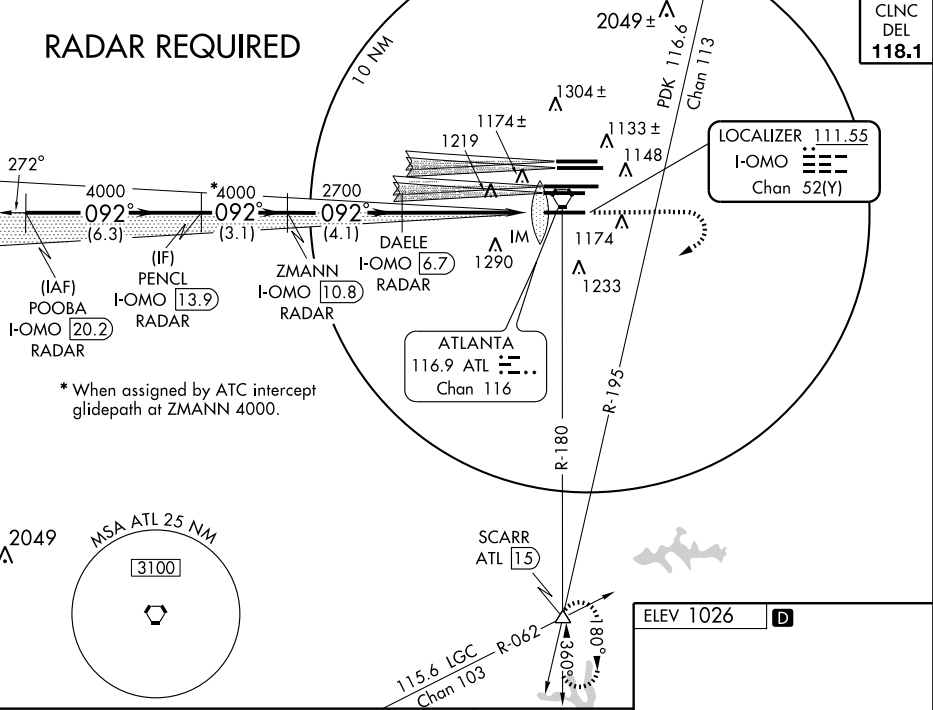
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSf-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 133.425</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>
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SE-4, 17 DEC 2009 to 14 JAN 2010



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HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

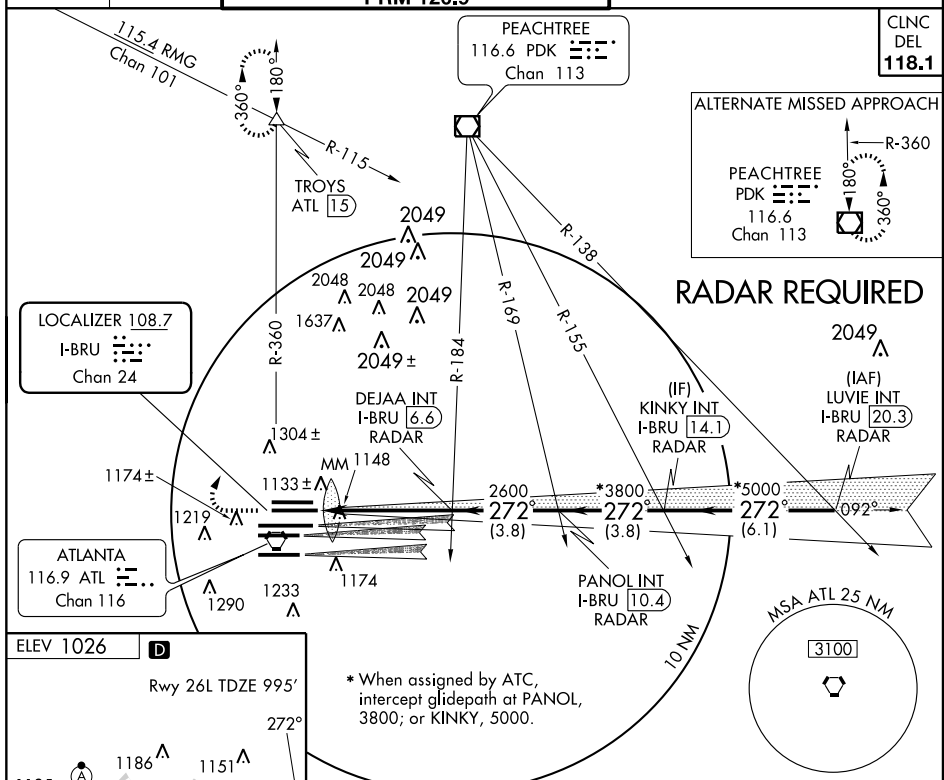
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ILS PRM RWY 26L

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold

ATIS		ATLANTA		ATLANTA TOWER						ALL		GND CON			ALL	
ARR	119.65	APP CON		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS			
DEP	125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6			
				PRM 126.9												

[illegible]

SE-4. 17 DEC 2009 to 14 JAN 2010

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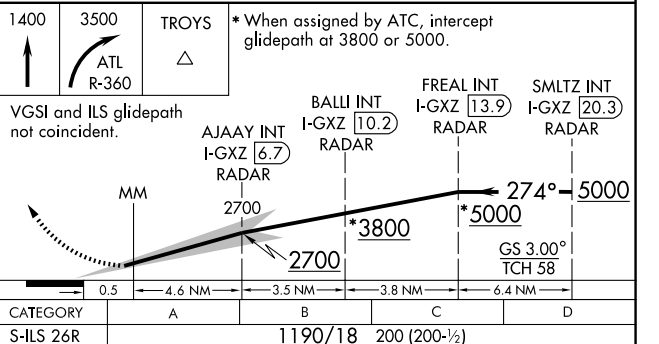
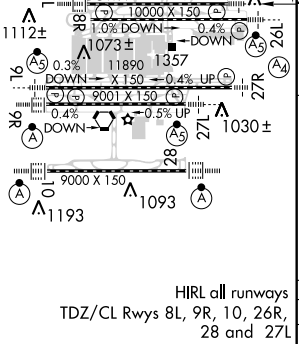
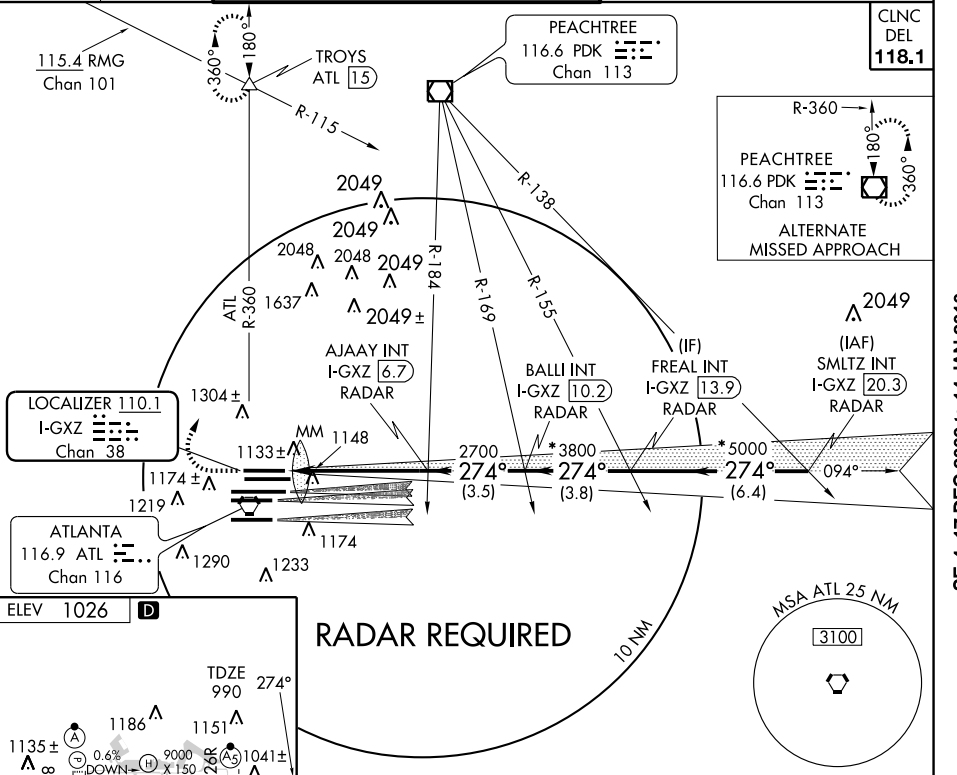
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HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

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Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.					MALSR 	MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.
ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 126.9			ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS 121.9 121.75 121.65 381.6	GND CON ALL RWYS



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ATLANTA, GEORGIA

09351 ILS PRM RWY 26R (CAT II)

LOC/DME I-GXZ <b>110.1</b> Chan <b>38</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>8800</b> <b>990</b> <b>1026</b>
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

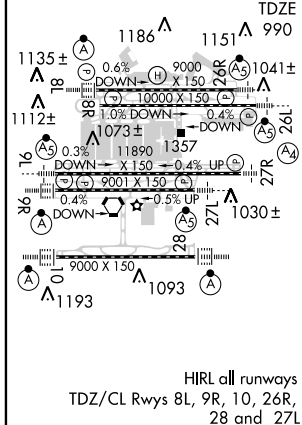
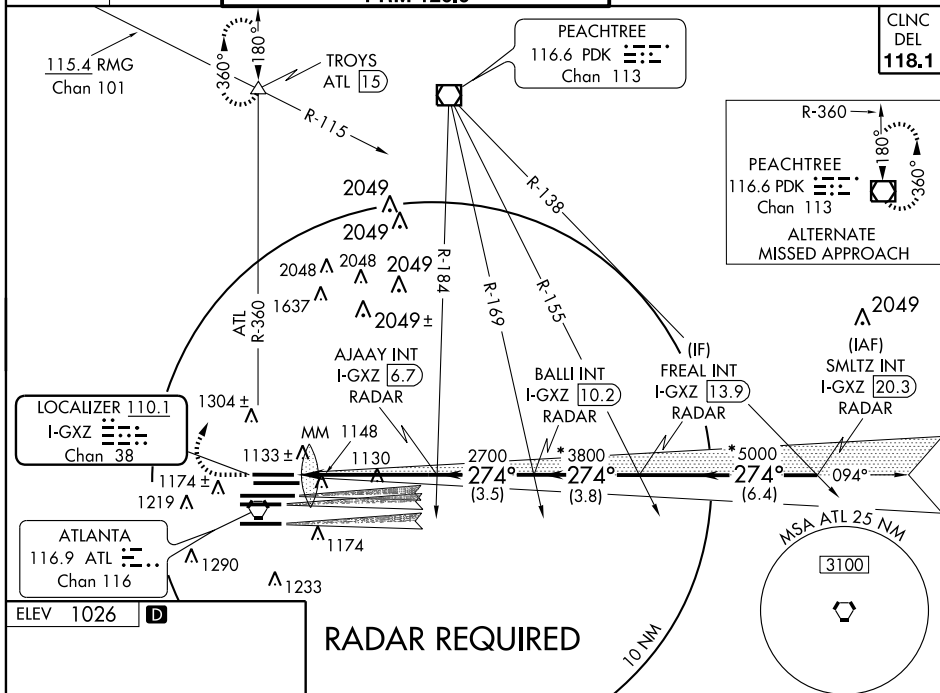
Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPEC approval or LOA for this runway.

MALSR

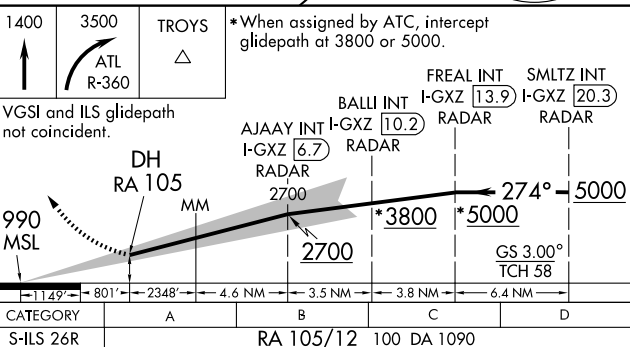


MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 1.5 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER	ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS	RWYS	(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1 125.325 123.85 119.3 119.5 381.6</b>	<b>PRM 126.9</b>	<b>121.9 121.75 121.65 381.6</b>	



RADAR REQUIRED



CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

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ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27L

LOC/DME I-FSQ <b>108.5</b> Chan <b>22</b>	APP CRS <b>274°</b>	Rwy ldg TDZE Apt Elev <b>1026</b>	<b>8865</b> <b>999</b> <b>1026</b>
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(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

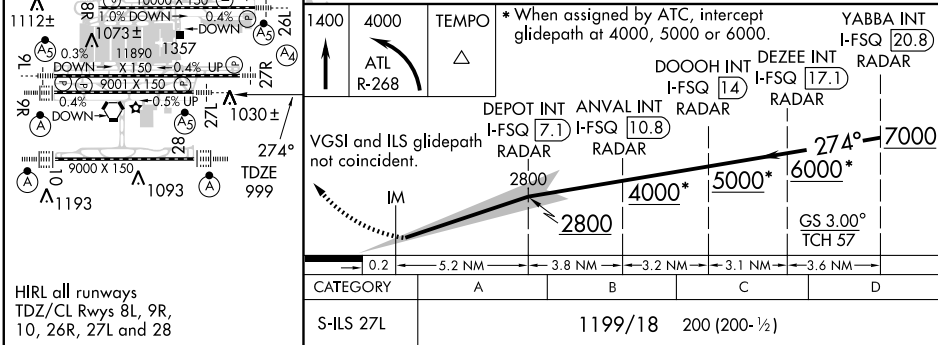
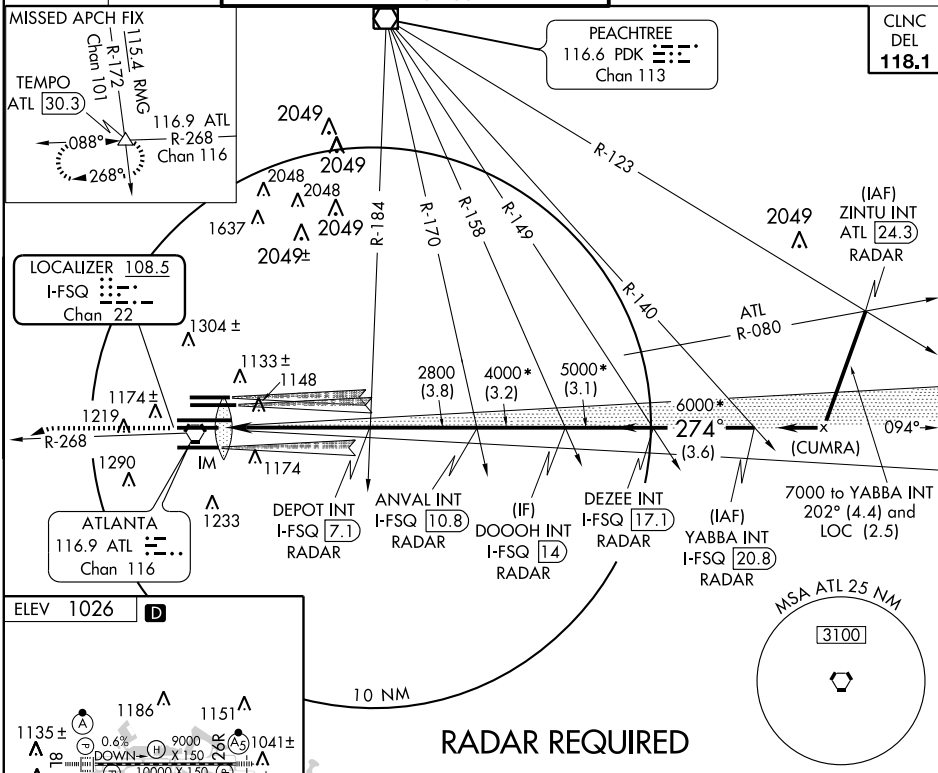
Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28.  
Procedure not authorized when glideslope not available.  
Dual VHF comm required.  
See additional requirements on adjacent information page.

MALSR



MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 132.55</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.	ALL RWYS <b>121.9 121.75 121.65 381.6</b>
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HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

ATLANTA, GEORGIA

AL-26 (FAA)

# ILS PRM RWY 27L (CAT II)

## (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FSQ <b>108.5</b> Chan <b>22</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev <b>1026</b>
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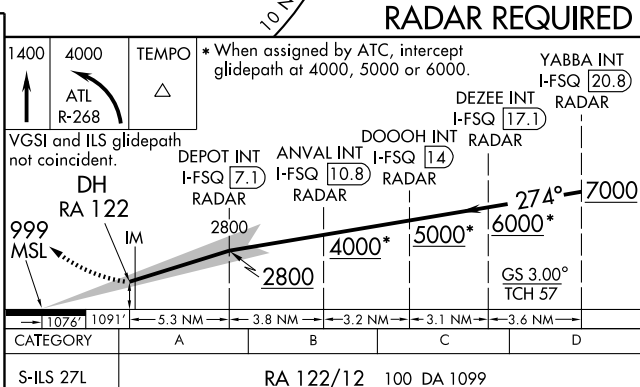
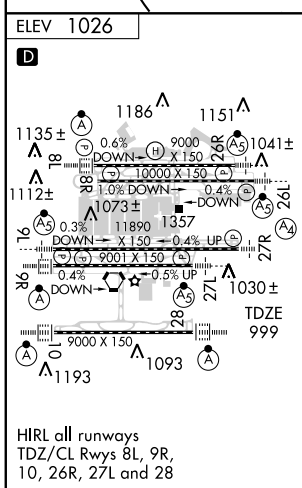
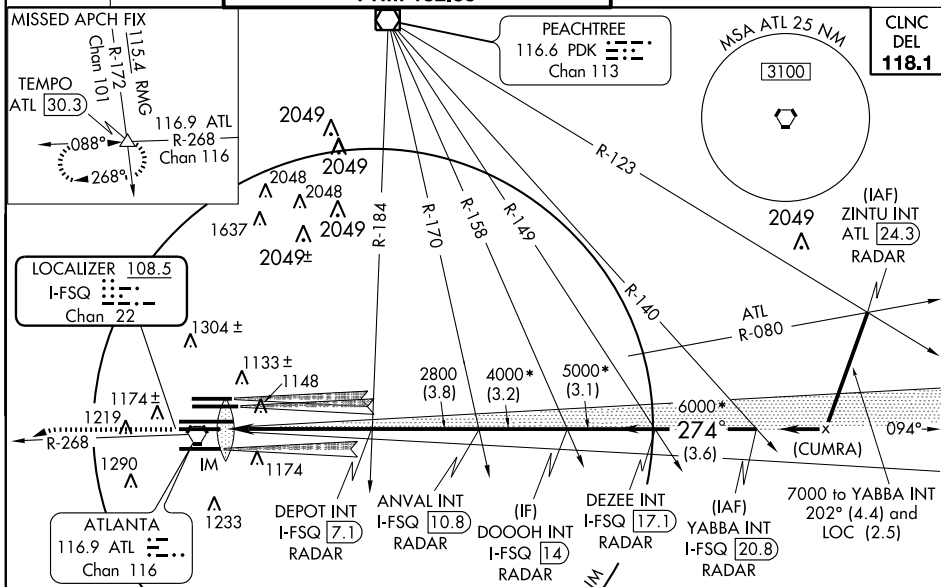
Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Procedure does not meet ICAO standard for ALSF/ TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS spec approval or LOA for this runway. Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MALSR



MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> PRM <b>132.55</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON 10-28 <b>121.75 121.65 381.6</b>	ALL RWYS
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### CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

**ATTENTION ALL USERS PAGE (AAUP)**

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

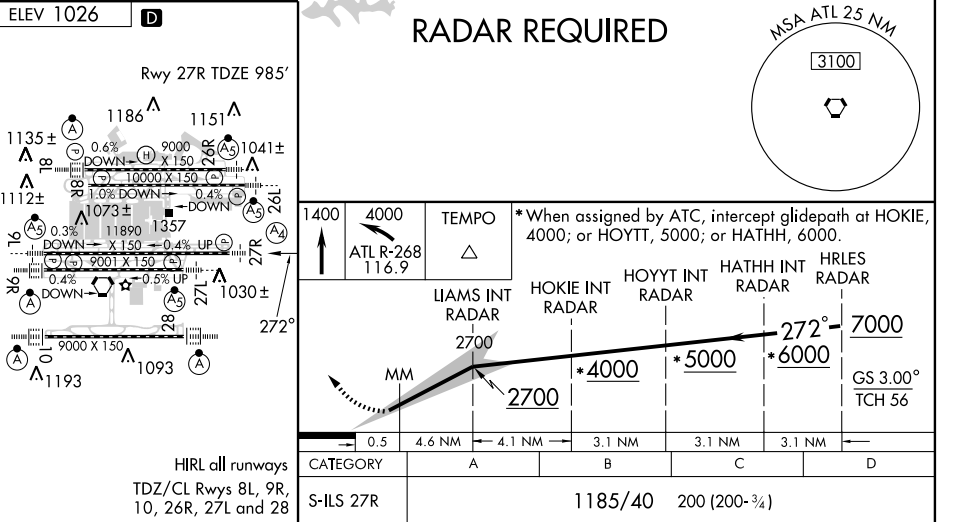
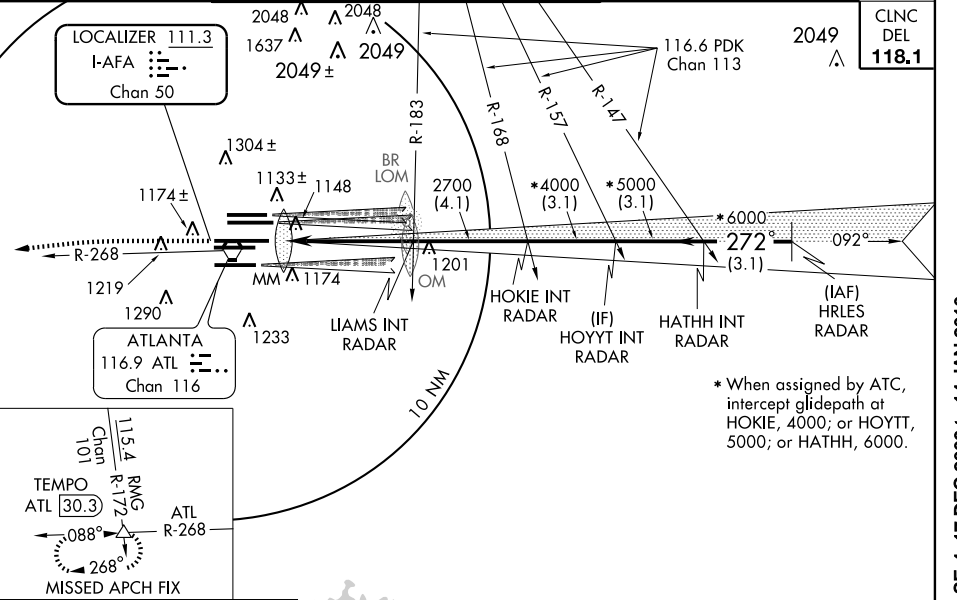
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Dual VHF comm required. Procedure not authorized when glideslope not available. See additional requirements on adjacent information page.

MALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 132.55	ALL (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS 121.9 121.75 121.65 381.6	GND CON 121.9 121.75 121.65 381.6	ALL 121.9 121.75 121.65 381.6
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SE-4, 17 DEC 2009 to 14 JAN 2010

**ATTENTION ALL USERS PAGE (AAUP)**

## Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) **Minimums and missed approach procedures are unchanged.**
- (b) **Monitor frequency no longer required.**
- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.
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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

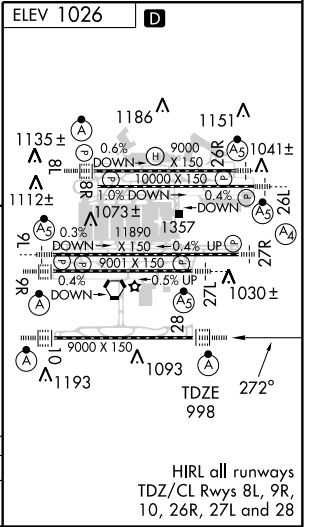
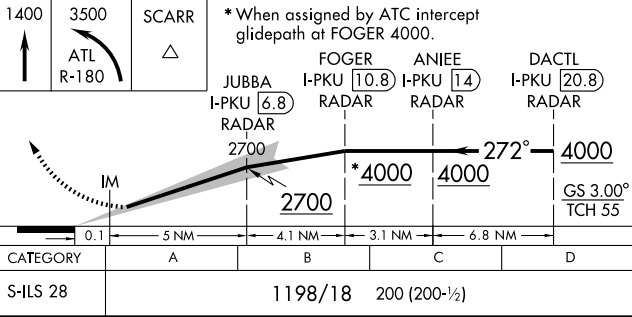
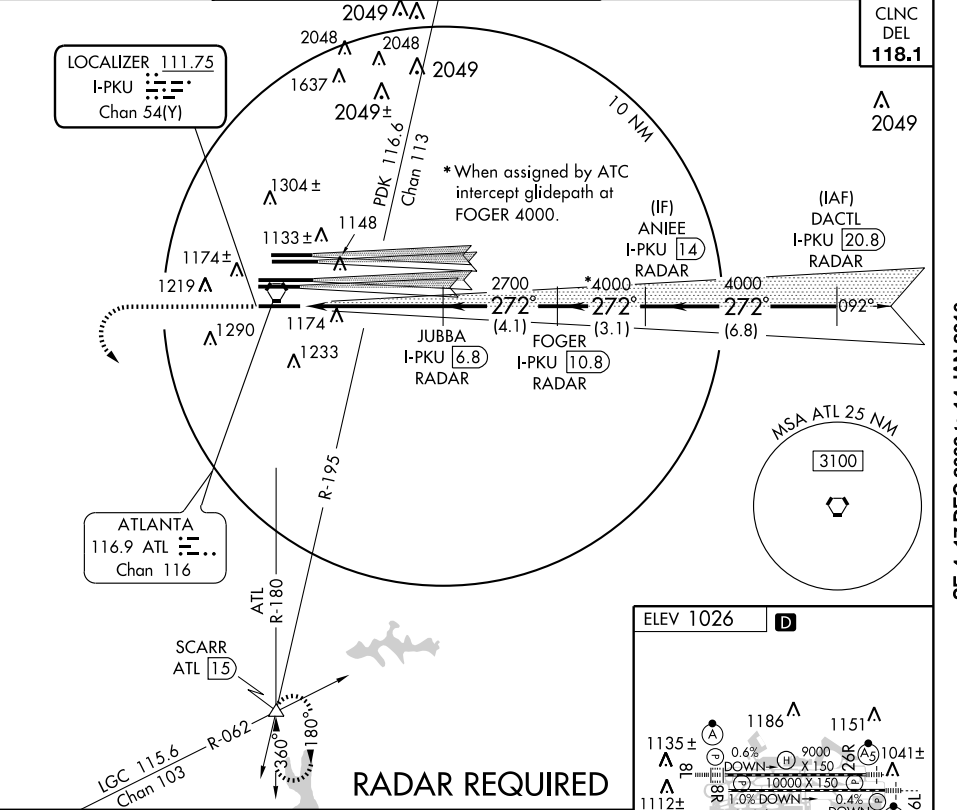
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

**Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAPP.**

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b> <b>PRM 133.425</b>	ALL RWYS <b>381.6</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 381.6</b>	ALL RWYS
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SE-4, 17 DEC 2009 to 14 JAN 2010

**ATTENTION ALL USERS PAGE (AAUP)**

## Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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- (c) **A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

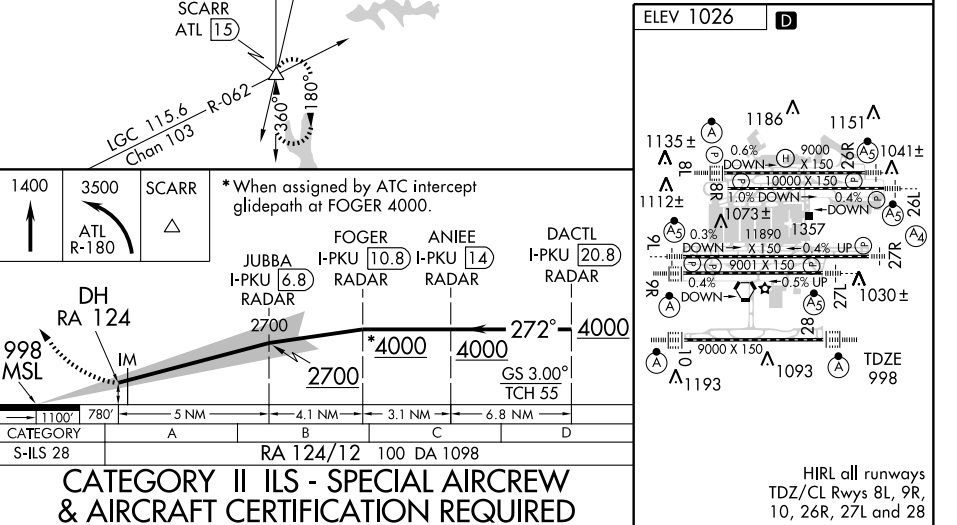
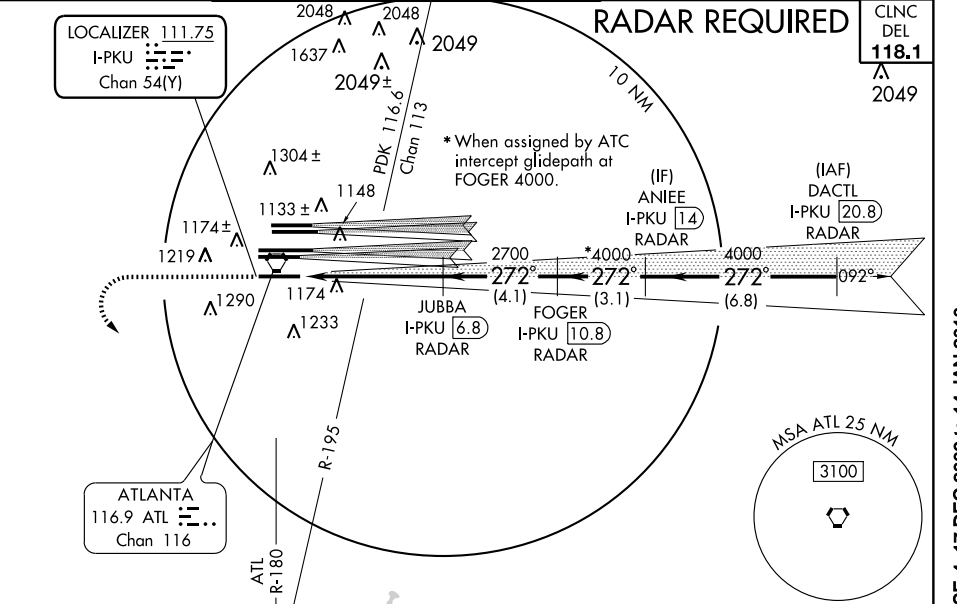
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSIF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS ARR 119.65 DEP 125.55	ATLANTA APP CON 127.9 379.9	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS 119.1 125.325 123.85 119.3 119.5 381.6 PRM 133.425	ALL RWYS 121.9 121.75 121.65 381.6
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## Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

AL-26 (FAA)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ILS RWY 8L (CAT II)

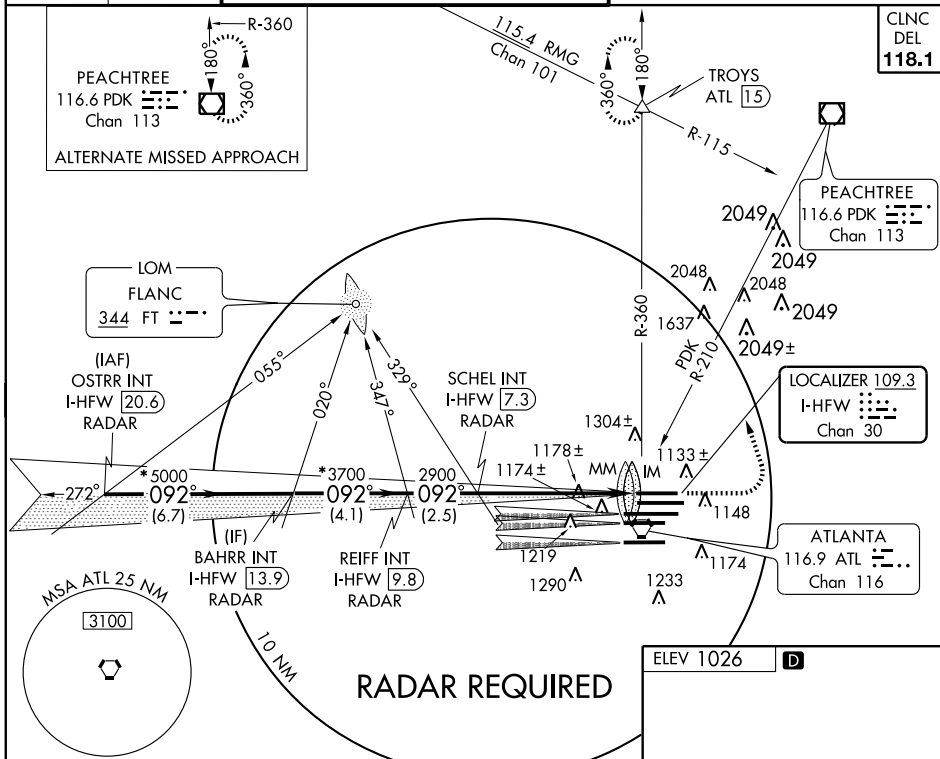
**T**

Simultaneous approach authorized with Rwy 9L or 9R or 10,  
or Rwy 9L and 10.  
ADF or DME or Radar required.

ALSF-2



**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

CLNC  
DEL  
**118.1**

SE-4. 17 DEC 2009 to 14 JAN 2010

\* When assigned by ATC, intercept glidepath at REIFF. 3700; or BAHRR.5000.

OSTRR INT  
I-HFW 20.6  
RADAR

BAHRR INT  
I-HFW 13.9  
RADAR

REIFF INT  
I-HFW 9.8  
RADAR

[illegible]

CATEGORY	A	B	C	D
S-ILS 8L	RA 106/12 100 DA 1115			

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026

HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

LOC/DME I-HFW <b><u>109.3</u></b> Chan <b>30</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>8800</b> <b>1015</b> <b>1026</b>
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ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

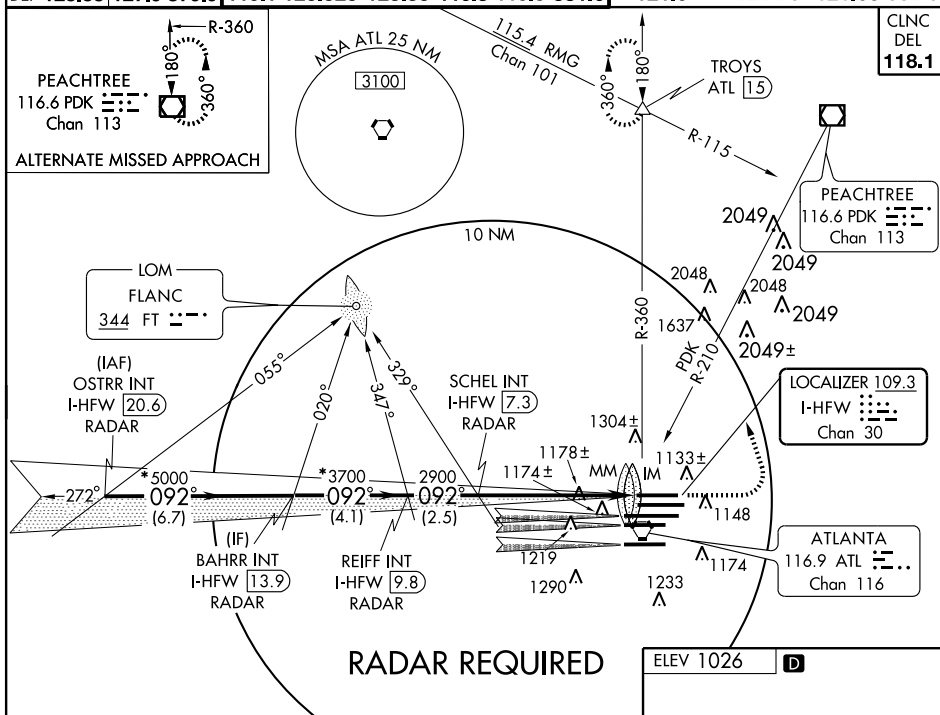
ILS RWY 8L (CAT III)

Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwy 9L and 10.  
ADF or DME or Radar required.

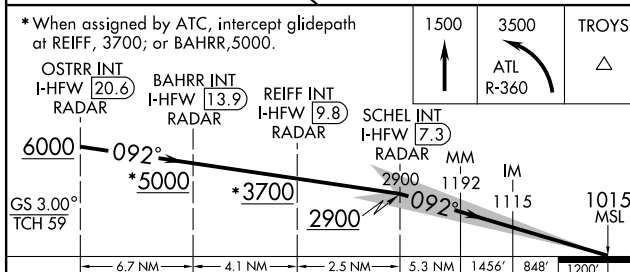
ALSF-2

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

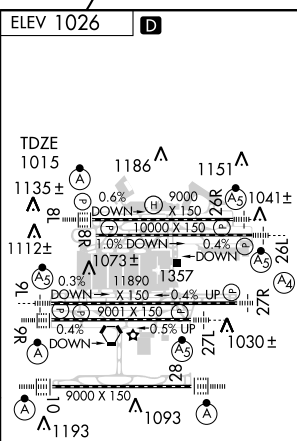


\* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.



CATEGORY	A	B	C	D
S-ILS 8L		CAT IIIa	RVR 07	
S-ILS 8L		CAT IIIb	RVR 06	
S-ILS 8L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

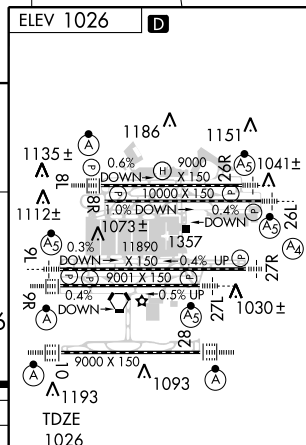
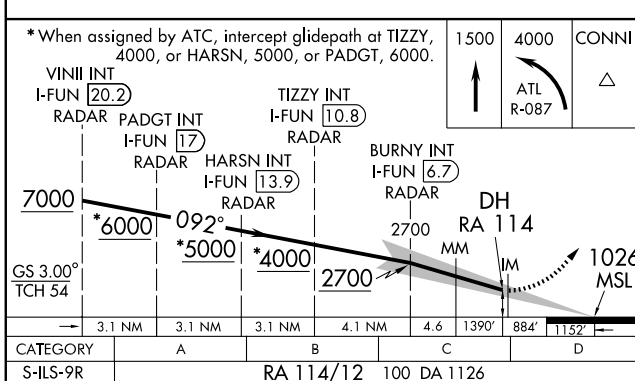
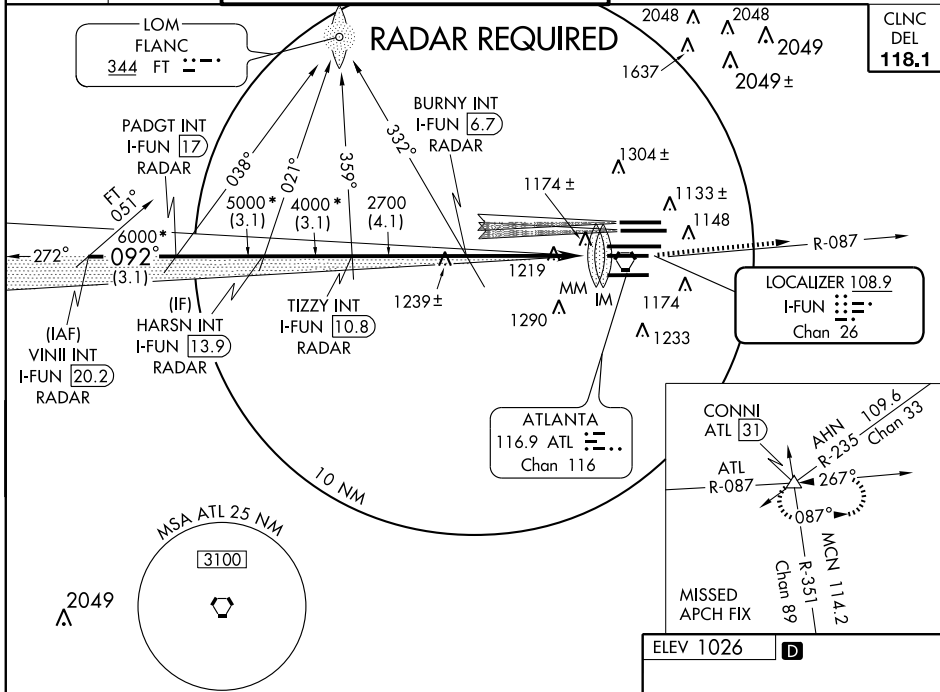
LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy ldg TDZE Apt Elev <b>9000</b> <b>1026</b>
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# ILS RWY 9R (CAT II)

## ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

<b>Simultaneous approach authorized with Rwy 8L or 8R.</b> ADF or DME or RADAR Required.	ALSF-2 	<b>MISSED APPROACH:</b> Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.
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ATIS <b>ARR 119.65</b> <b>DEP 125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON 8L-26R, 8R-26L (9L-27R, 9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>	ALL RWYS <b>118.1</b>
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### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

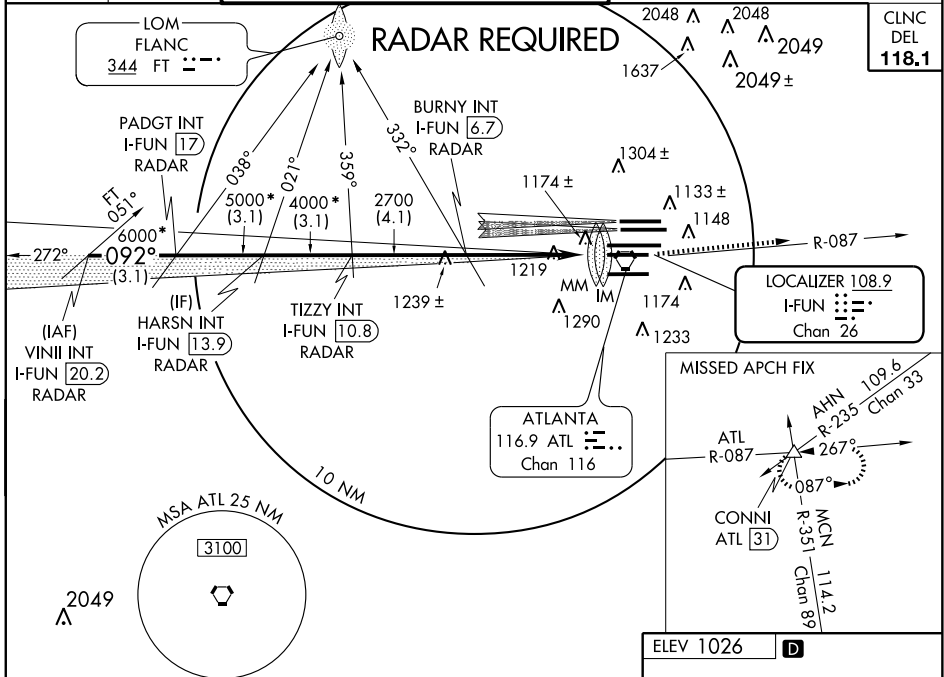
HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

LOC/DME I-FUN <b>108.9</b> Chan <b>26</b>	APP CRS <b>092°</b>	Rwy Idg <b>9000</b> TDZE <b>1026</b> Apt Elev <b>1026</b>
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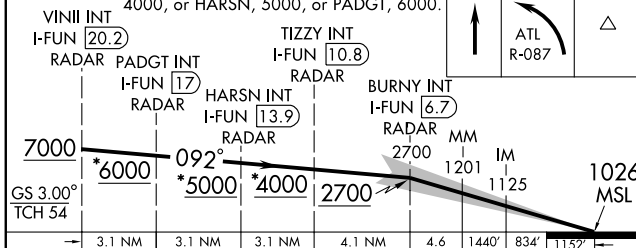
ILS RWY 9R (CAT III)  
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

 <p>Simultaneous approach authorized with Rwy 8L or 8R. ADF or DME or RADAR Required.</p>	<p>ALSF-2</p> 	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.</p>
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ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	

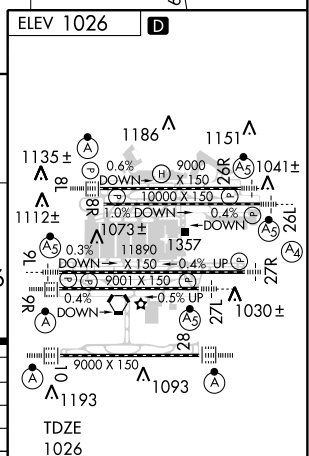


*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.	1500	4000	CONNI
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CATEGORY	A	B	C	D
S-ILS-9R		CAT IIIa	RVR 07	
S-ILS-9R		CAT IIIb	RVR 03	
S-ILS-9R		CAT IIIc	NA	

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

AL-26 (FAA)

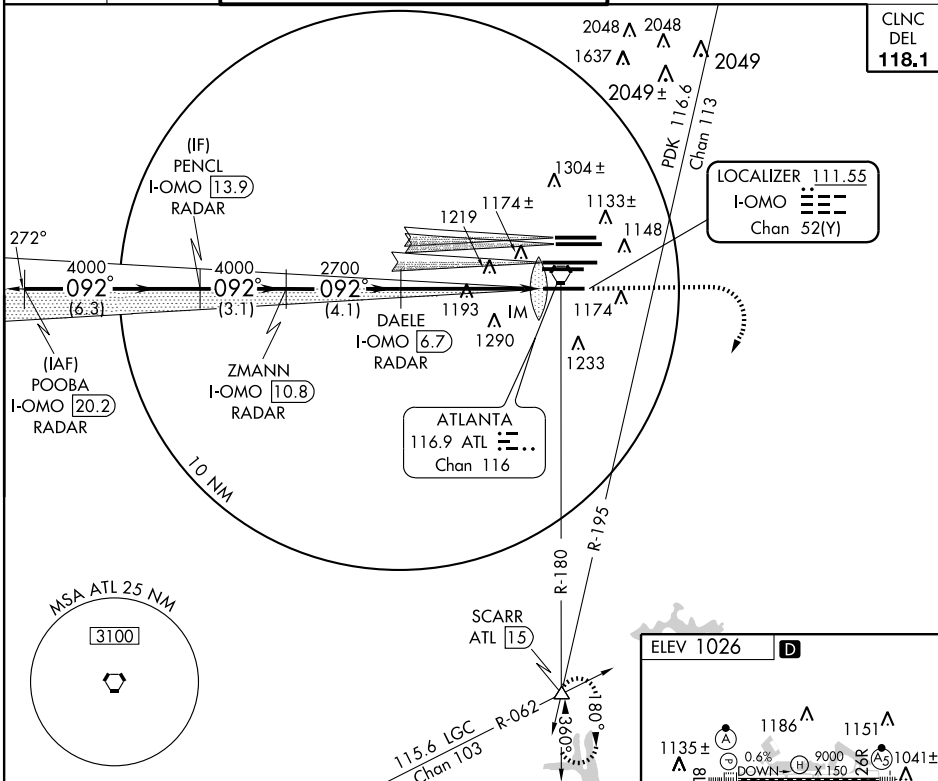
ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

**▼** Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

2048  $\Delta$  2048  $\Delta$  2049  $\Delta$   
1637  $\Delta$   $\Delta$   $\Delta$

CLNC  
DEL  
**118.1**



SE-4. 17 DEC 2009 to 14 JAN 2010

POOBA I-OMO <u>20.2</u> RADAR		PENCL I-OMO <u>13.9</u> RADAR		ZMANN I-OMO <u>10.8</u> RADAR		DAELE I-OMO <u>6.7</u> RADAR		1400 ↑	3500 ATL R-180	SCARR △
4000 092° 4000 Procedure Turn NA GS 3.00° TCH 58		4000 2700 6.3 NM 3.1 NM		4000 2700 4.1 NM 4.9 NM		2700 DH RA 107 IM 857' 1150' 1000 MSL				
CATEGORY		A		B		C		D		
S-ILS-10				RA 107/12		100 DA 1100				

[illegible]

HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

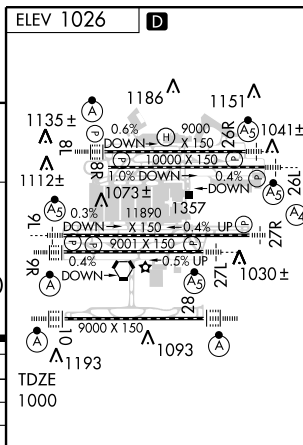
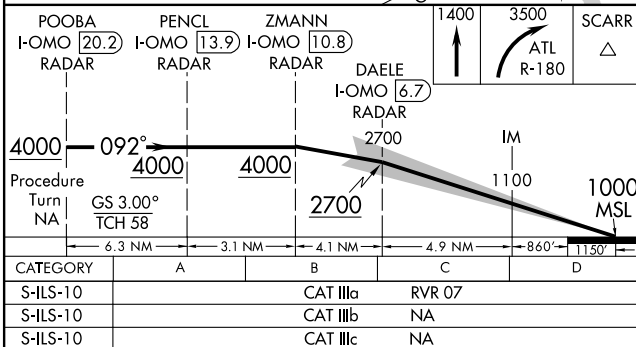
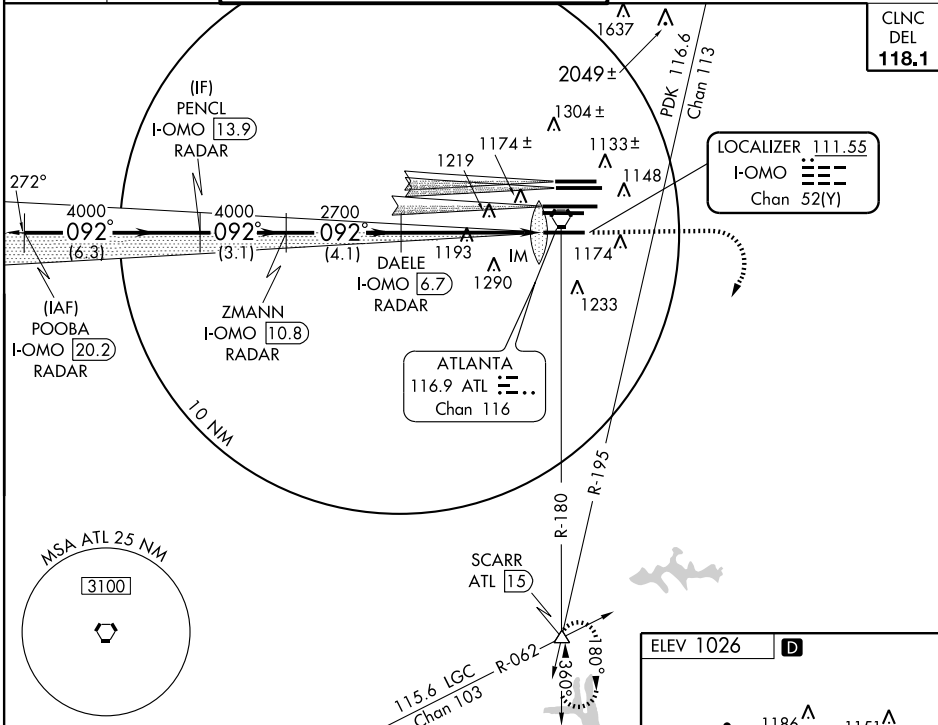
AL-26 (FAA)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

ALSF-2

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

CLNC  
DEL  
**118.1**



## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

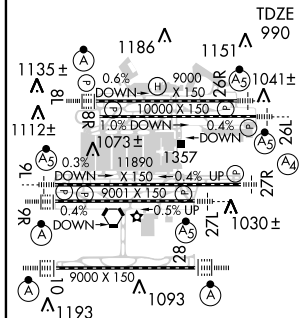
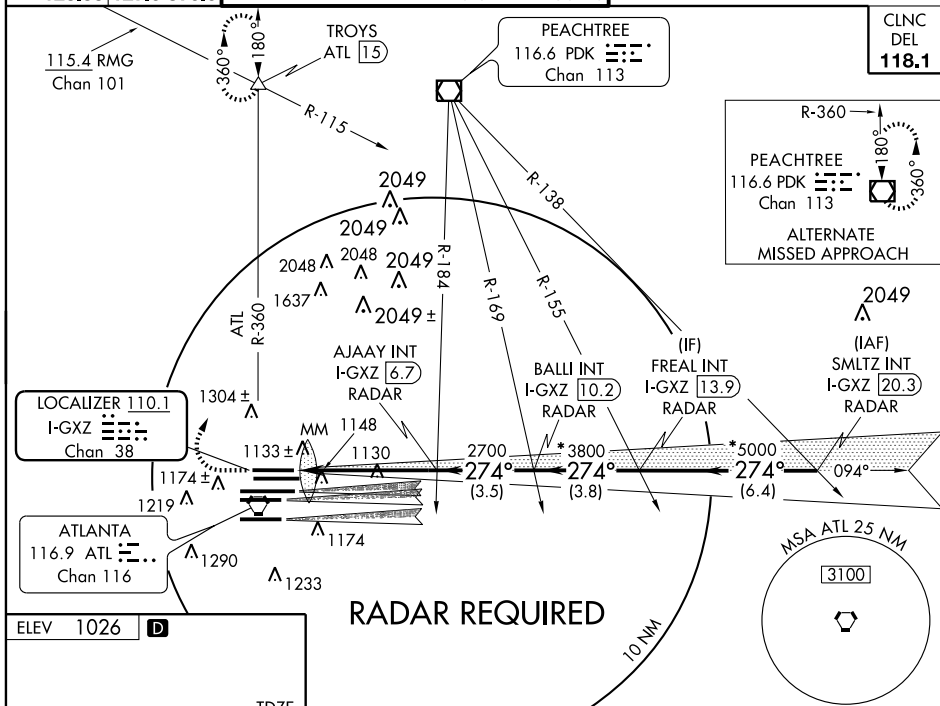
HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

SE-4. 17 DEC 2009 to 14 JAN 2010

ILS RWY 26R (CAT II)

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold

CLNC  
DEL  
**118.1**



1400 3500 TROYS

\*When assigned by ATC, intercept glidepath at 3800 or 5000.

ATL R-360

VGSI and ILS glidepath not coincident.

DH RA 105

990 MSL

1149' 801' 2348' 4.6 NM 3.5 NM 3.8 NM 6.4 NM

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

FREAL INT I-GXZ 13.9 RADAR

SMLTZ INT I-GXZ 20.3 RADAR

2700 2700 3800 5000

274°

GS 3.00° TCH 58

CATEGORY	A	B	C	D
S-ILS 26R	RA 105/12	100	DA 1090	

HIRL all runways  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
28 and 27L

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



LOC/DME I-FSQ <b>108.5</b> Chan <b>22</b>	APP CRS <b>274°</b>	Rwy Idg <b>8865</b> TDZE <b>999</b> Apt Elev <b>1026</b>
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## ILS RWY 27L (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)



Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS spec approval or LOA for this runway.  
Simultaneous approaches authorized with Rwy 26L or 26R.

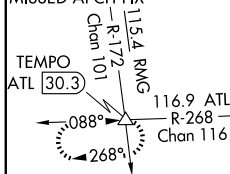
MALSR



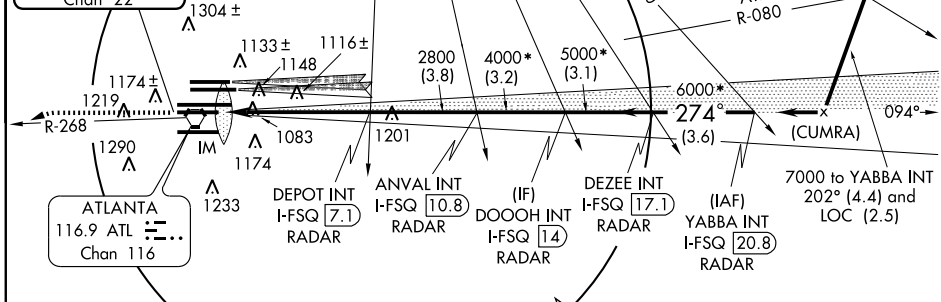
MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS ARR <b>119.65</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>	ALL RWYS <b>121.9</b>	GND CON 8L-26R, 8R-26L (9L-27R, 9R-27L) 10-28 RWYS <b>121.75 121.65 381.6</b>	ALL RWYS
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MISSED APCH FIX

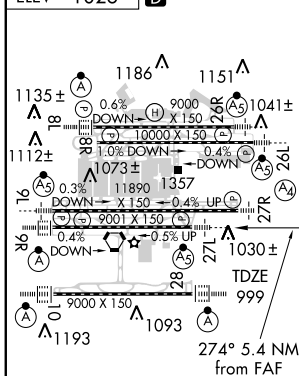


LOCALIZER **108.5**  
I-FSQ  
Chan **22**



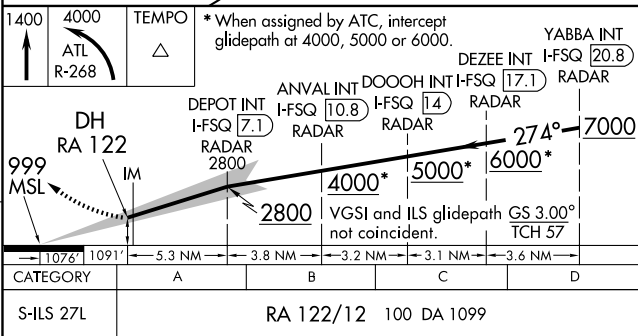
ELEV 1026

D



HIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28

## RADAR REQUIRED



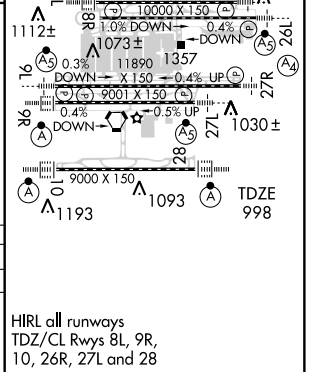
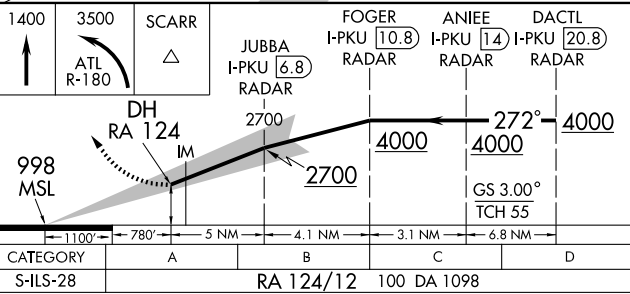
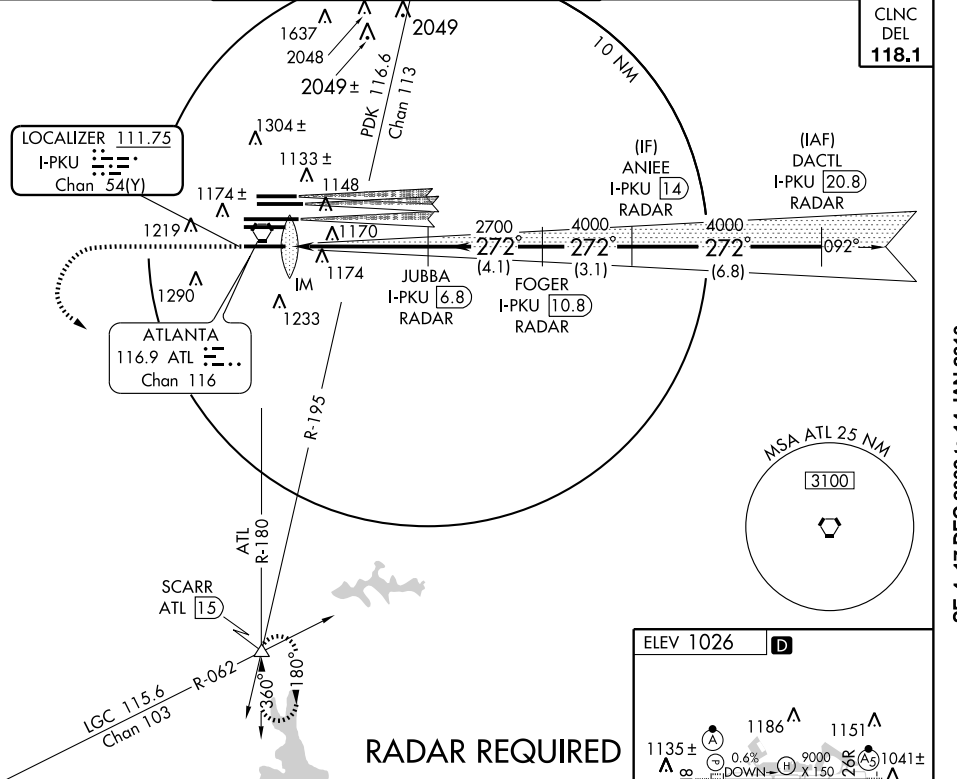
**CATEGORY II ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwy 27R and 26R.  
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER	ALL	GND CON	ALL
ARR 119.65	APP CON	8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS			
DEP 125.55	127.9 379.9	119.1 125.325 123.85 119.3 119.5 381.6		121.9	121.75 121.65 381.6



**TAKEOFF MINIMUMS:**

- Rwy 8R; 300-1 or STANDARD with minimum climb
- of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
- Rwy 9L; 300-1¼ or Standard with minimum climb
- of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
- Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28;
- STANDARD with the following ATC climb rates:
- Rwy 8L, 9R, 10, 28;
- ATC climb of 500' per NM to 1500.
- Rwy 26L, 27L;
- ATC climb of 500' per NM to 1540.
- Rwy 26R, 27R;
- ATC climb of 500' per NM to 1520.

**NOTE:** Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

**NOTE:** Use departure frequency depicted unless otherwise assigned.  
**NOTE:** Accelerate to 250 KIAS, if unable, advise ATC.  
**NOTE:** DME/DME/IRU or GPS Required  
**NOTE:** For turbojet aircraft only.  
**NOTE:** RADAR Required.  
**NOTE:** RNAV 1.

(Continued on next page) NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 8L:** Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....

**TAKE-OFF RWY 8R:** Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....

**TAKE-OFF RWY 9L:** Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

**TAKE-OFF RWY 9R:** Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

**TAKE-OFF RWY 10:** Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....

**TAKE-OFF RWY 26L:** Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JCKTS, thence....

**TAKE-OFF RWY 26R:** Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JCKTS, thence....

**TAKE-OFF RWY 27L:** Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JCKTS, thence....

**TAKE-OFF RWY 27R:** Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JCKTS, thence....

**TAKE-OFF RWY 28:** Climb heading 272° to at or above 1500, then on 247° course to WLSN, then via depicted route to JCKTS, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

### JAMMR TRANSITION (JCKTS5.JAMMR):

- NOTE:** Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE:** Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE:** Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE:** Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE:** Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE:** Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE:** Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE:** Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE:** Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to JOGOR, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

### GUNDE TRANSITION (JOGOR3.GUNDE):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



## LA GRANGE ONE ARRIVAL (LGC.LGC1)

## ARRIVAL DESCRIPTION

CROSS CITY TRANSITION (CTY.LGC1): From over CTY VORTAC via CTY R-324 to WYATT INT, then via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . .

GREENE COUNTY TRANSITION (GCV.LGC1): From over GCV VORTAC via GCV R-049 to IVLUH INT, then via LGC R-235 to LGC VORTAC. Thence. . .

MERIDIAN TRANSITION (MEI.LGC1): From over MEI VORTAC via MEI R-077 to YARBE INT, then via LGC R-228 to LGC VORTAC. Thence. . .

MONTGOMERY TRANSITION (MGM.LGC1): From over MGM VORTAC via MGM R-045 and LGC R-228 to LGC VORTAC. Thence. . .

SEMINOLE TRANSITION (SZW.LGC1): From over SZW VORTAC via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . .

. . . From over LGC VORTAC via LGC R-047 to TIROE INT, then via ATL R-228 to ATL VORTAC, MEA 4000 FEET. Expect radar vectors to final approach course after TIROE INT.



ATLANTA, GEORGIA

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to MUNSN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to MUNSN, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WILSON, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

## COLLIERS TRANSITION (MUNSN4.IRQ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

## NOVSS THREE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 10-28)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

135.7 (Rwys 9L-27R, 9R-27L)

135.375 (Rwy 10-28)

## TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

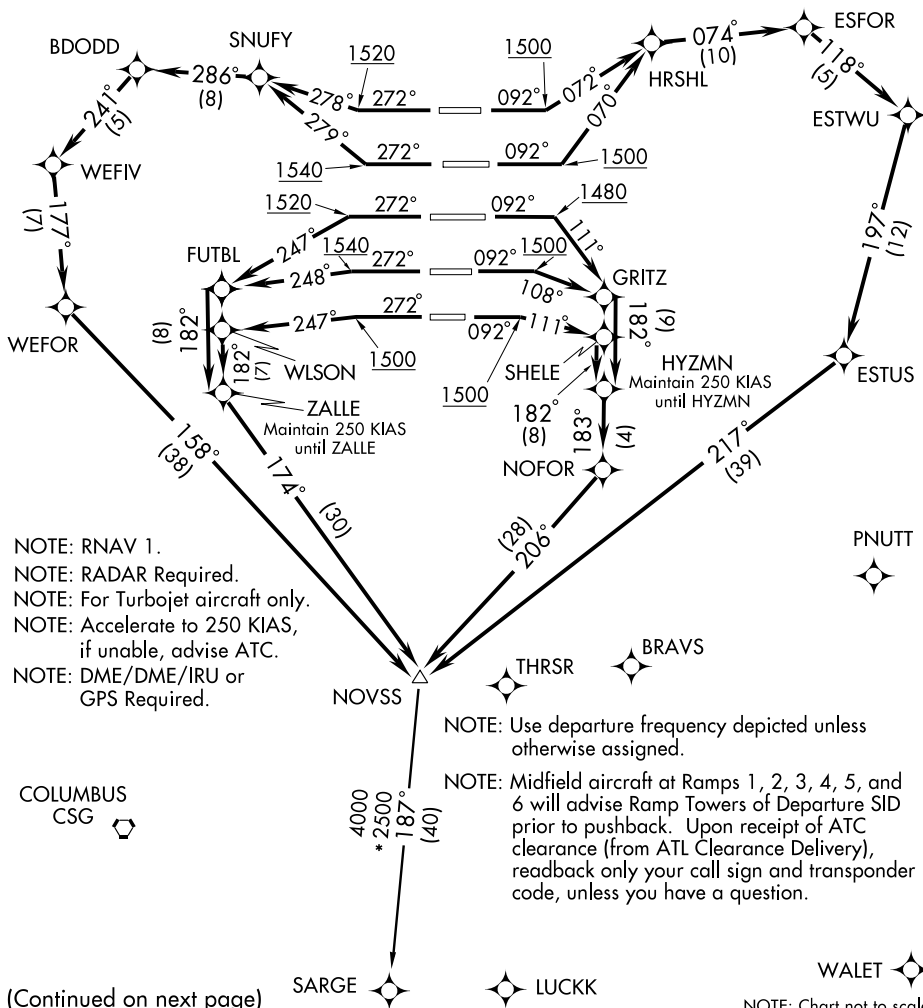
Rwy 9L, 300-1¼ or standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: Standard with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NOVSS, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NOVSS, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to NOVSS, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to NOVSS, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....

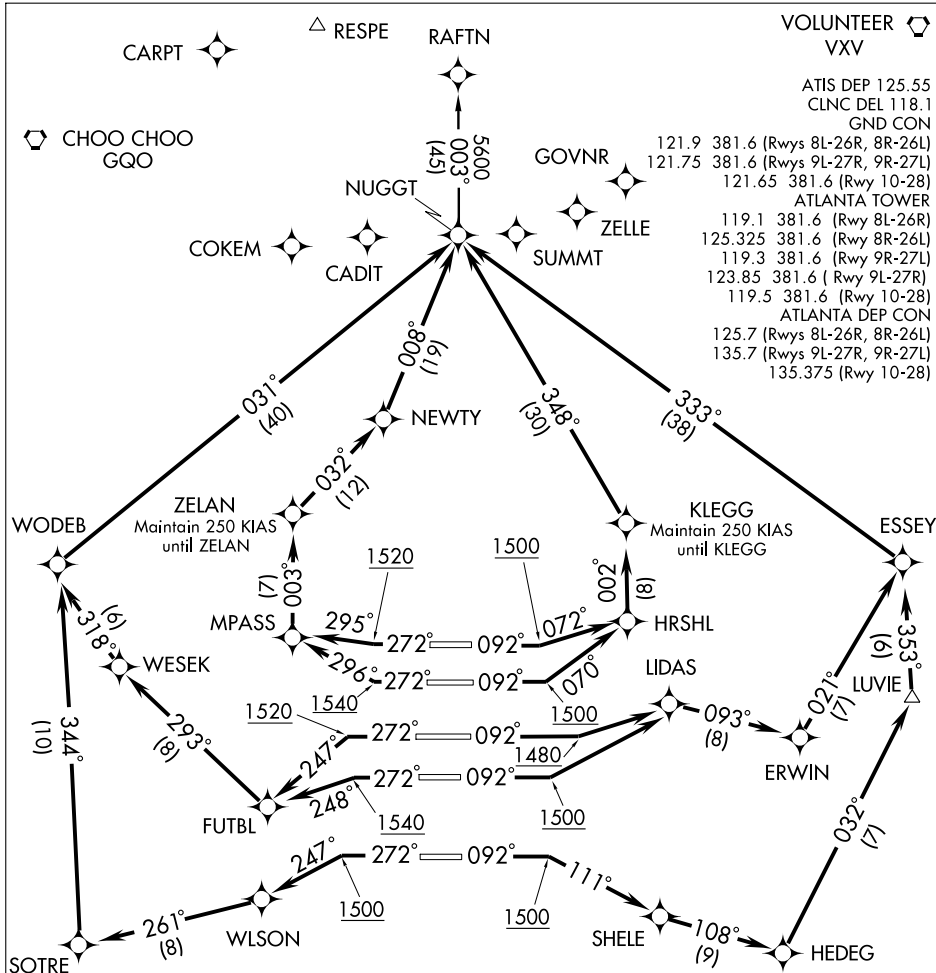
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

## SARGE TRANSITION (NOVSS3.SARGE):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For Turbojet aircraft only.

NOTE: RADAR Required.

NOTE: RNAV 1.

#### TAKEOFF MINIMUMS:

Rwy 8R: 300-1 or STANDARD with minimum climb of

247' per NM to 1200, ATC climb of 500' per NM to 1500.

Rwy 9L: 300-1¼ or STANDARD with minimum climb of

234' per NM to 1200, ATC climb of 500' per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:

STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....  
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....  
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to NUGGT, thence....  
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to NUGGT, thence....  
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NUGGT, thence....  
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS until ZELAN, thence....  
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS to ZELAN, thence....  
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NUGGT, thence....  
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NUGGT, thence....  
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NUGGT, thence....

...Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

### RAFTN TRANSITION (NUGGT4.RAFTN):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

## PECHY THREE ARRIVAL (RNAV)

ATLANTA APP CON

128.525

ATIS ARR

119.65

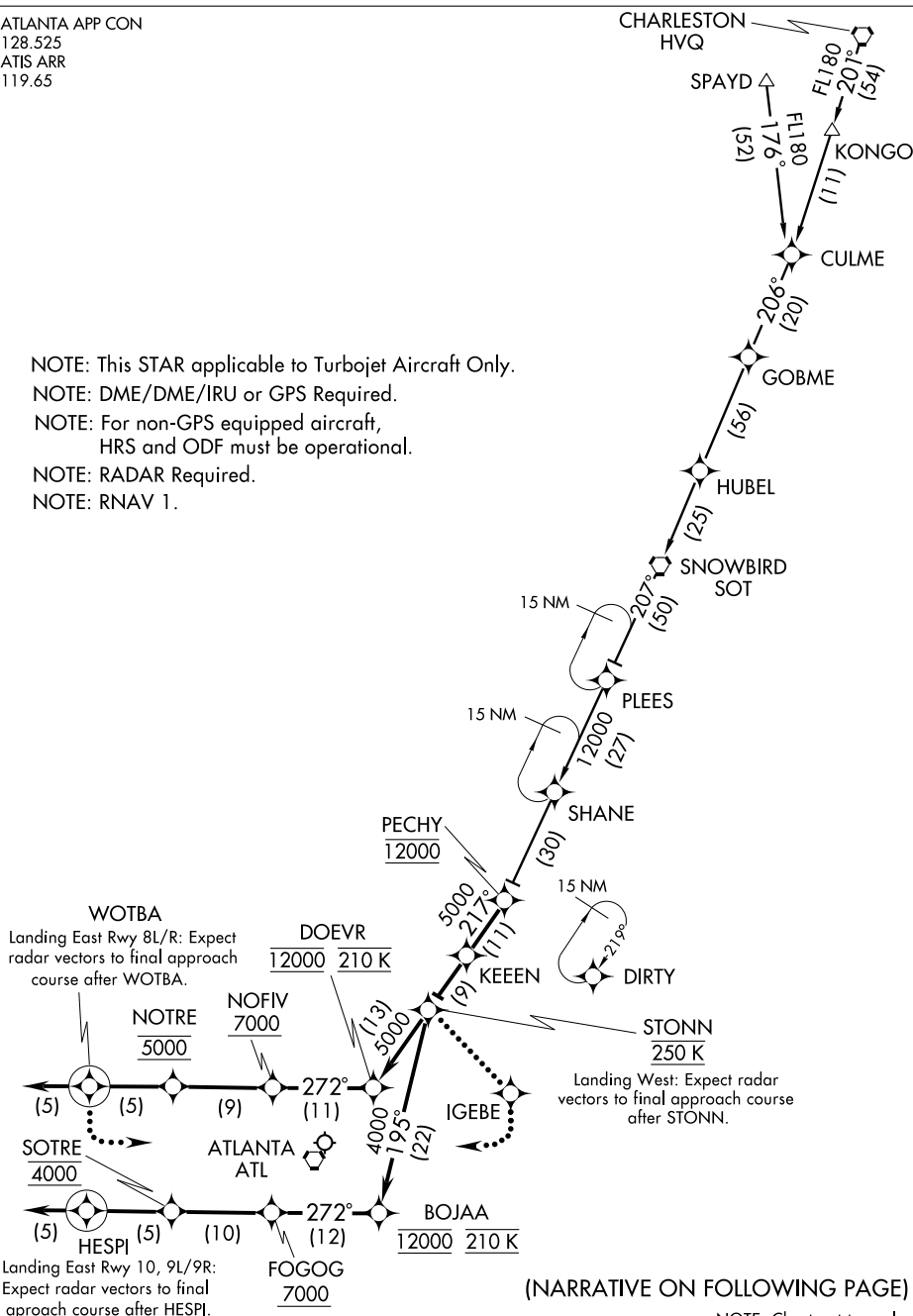
NOTE: This STAR applicable to Turbojet Aircraft Only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For non-GPS equipped aircraft,  
HRS and ODF must be operational.

NOTE: RADAR Required.

NOTE: RNAV 1.



## PECHY THREE ARRIVAL (RNAV)

## ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (HVQ.PECHY3):SPAYD TRANSITION (SPAYD.PECHY3):

From PECHY via 217° track to KEEEN, then via 217° track to STONN, thence via assigned runway transition.

Landing East Rwy 8L/R: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

Landing East Rwy 10, 9L/9R: From over STONN via 195° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing West Rwy 26L/R, 27L/R, 28: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after STONN.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOTBA fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5,000.

WEST OPERATIONS: At STONN track to IGEBE, fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5,000.



## PNUTT FIVE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 10-28)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

135.7 (Rwys 9L-27R, 9R-27L)

135.375 (Rwy 10-28)

## TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

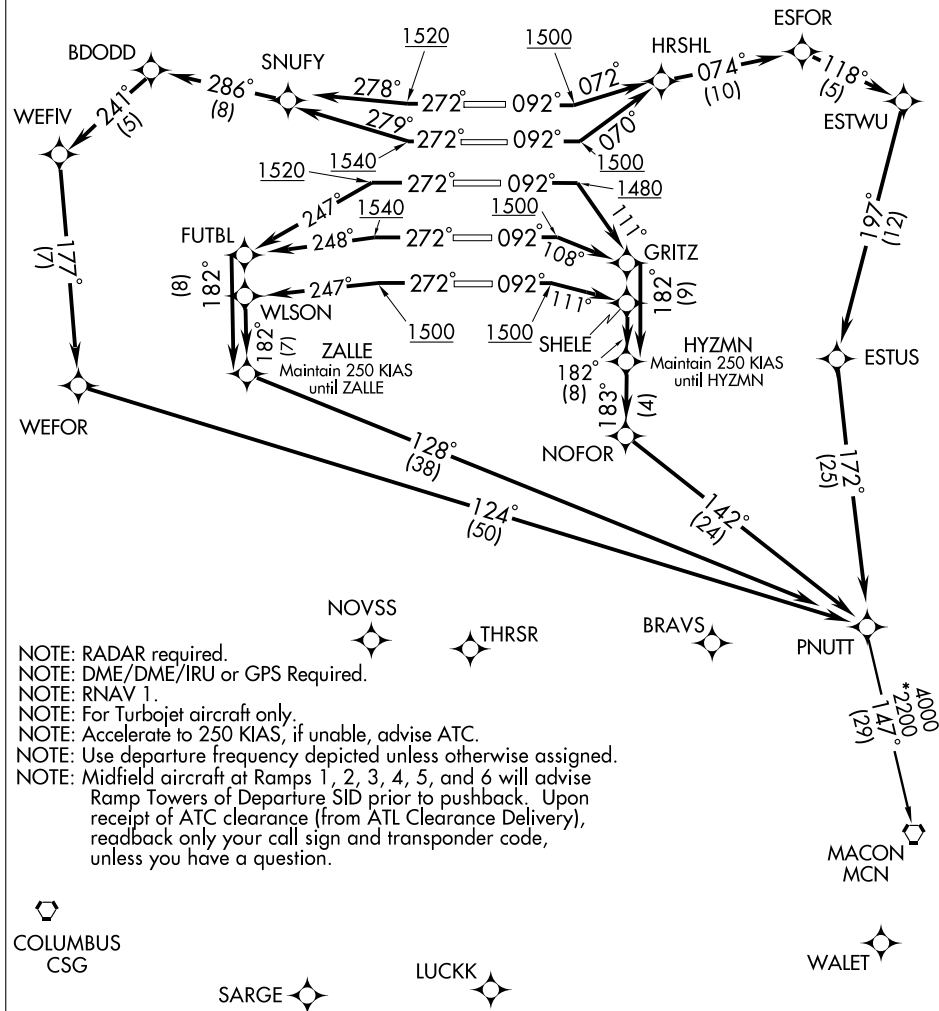
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



(Continued on next page)

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to PNUTT, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

### MACON TRANSITION (PNUTT5.MCN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

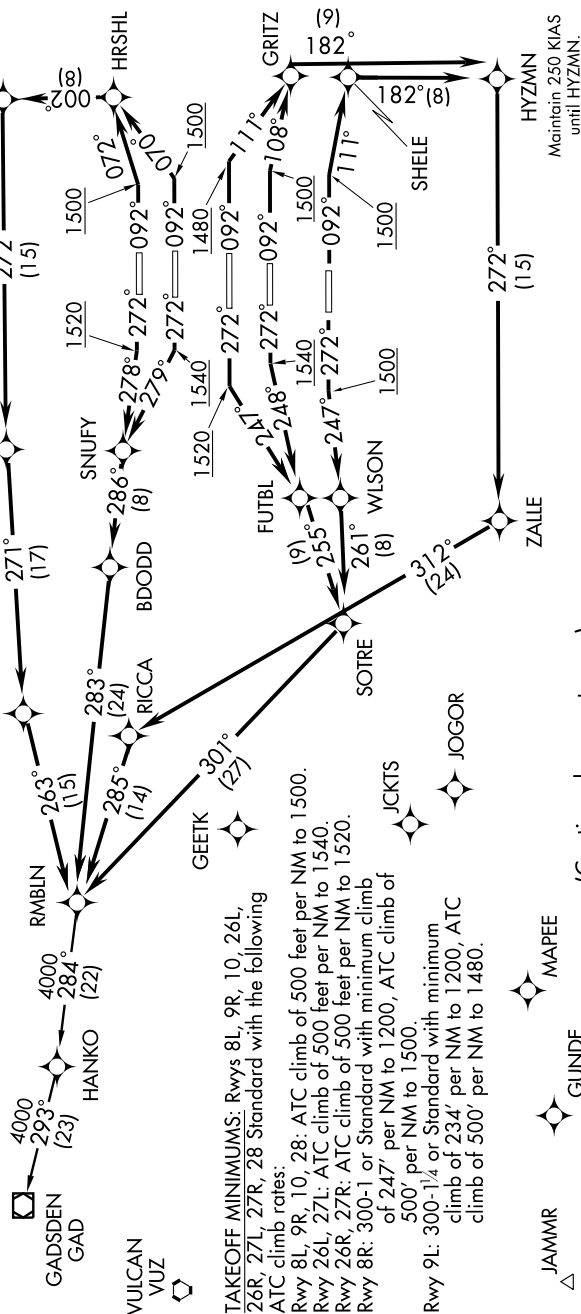
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

NOTE: Use departure frequency depicted unless otherwise assigned.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.  
NOTE: For Turbojet aircraft only.  
NOTE: RADAR Required.

ATIS DEP 125.55  
CUNC DEL 118.1  
GND CON  
121.9 381.6 (Rwys 8L-26R, 8R-26L)  
121.75 381.6 (Rwys 9L-27R, 9R-27L)  
121.65 381.6 (Rwy 10-28)  
ATLANTA TOWER  
119.1 381.6 (Rwy 8L-26R)  
125.325 381.6 (Rwy 8R-26L)  
119.3 381.6 (Rwy 9R-27L)  
123.85 381.6 (Rwy 9L-27R)  
119.5 381.6 (Rwy 10-28)  
ATLANTA DEP CON  
125.7 (Rwys 8L-26R, 8R-26L)  
135.7 (Rwys 9L-27R, 9R-27L)  
135.375 (Rwy 10-28)



(Continued on next page)

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to RMBLN, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSN, then via depicted route to RMBLN, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

## GADSDEN TRANSITION (RMBLN5.GAD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



WAAS CH <b>48800</b> <b>W08A</b>	APP CRS <b>092°</b>	Rwy Idg <b>10000</b> TDZE <b>1024</b> Apt Elev <b>1026</b>
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## RNAV (GPS) Y RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).  
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3500 direct BAMSE and via 042° track to CRTER and 322° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

## RADAR REQUIRED

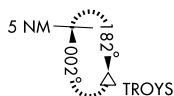
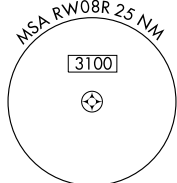
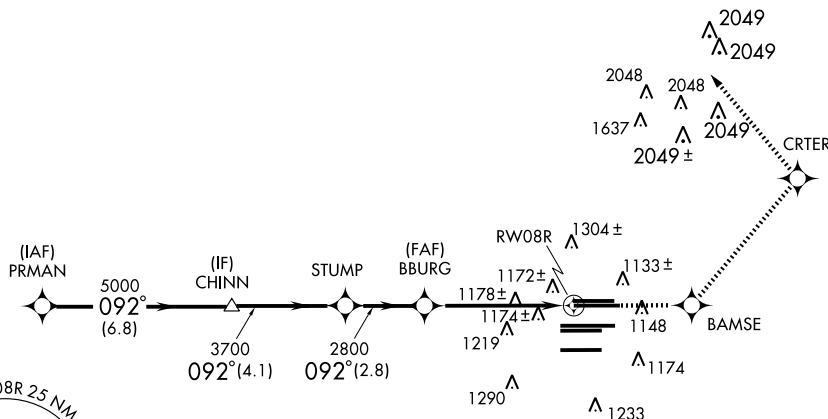
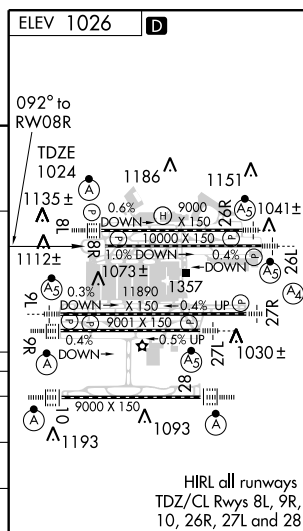
CLNC  
DEL  
118.1

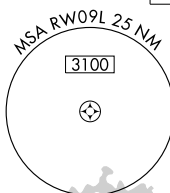
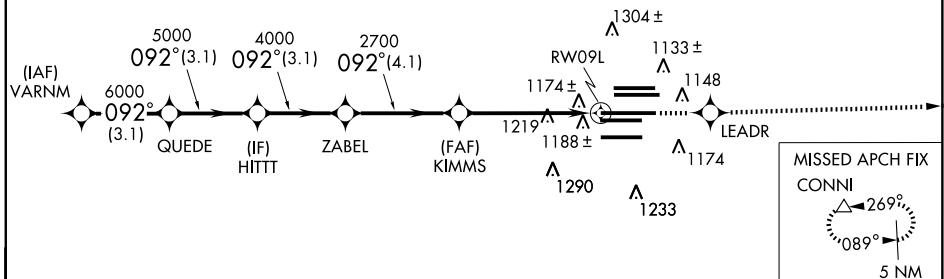
Diagram illustrating a VORTAC station (VOR 113.7, TCH 53) with RNAV capability. The RNAV glidepath is shown as a series of segments: 5000 ft at 092° to STUMP, 3700 ft to BBURG, 2800 ft to RW08R, and 1.4 NM to RW08R. The VGS glidepath is shown as a dashed line. The RNAV glidepath is not coincident with the VGS glidepath.

CATEGORY	A	B	C	D
LPV DA	1337/50 313 (400-1)			
RNAV/VNAV DA	1526-1 $\frac{3}{4}$ 502 (500-1 $\frac{3}{4}$ )			
RNAV MDA	1540/50	516 (600-1)	1540-1 $\frac{1}{2}$ 516 (600-1 $\frac{1}{2}$ )	1540-1 $\frac{3}{4}$ 516 (600-1 $\frac{3}{4}$ )



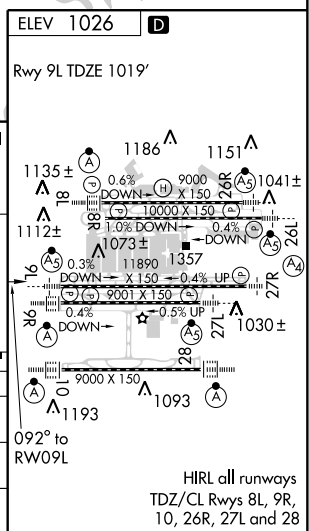
ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	

2048  $\Delta$   $\Delta$  2048  $\Delta$  2049  
1637  $\Delta$   $\Delta$  2049  $\pm$



Λ  
2049

					4000 ↑	LEADR ✦	TRK 089°	CONN △	
					*LNAV only.				
CATEGORY		A		B		C		D	
LPV DA				1219/24		200 (200-½)			
LNAV/ VNAV DA				1477/50		458 (500-1)			
LNAV MDA		1480/24		461 (500-½)		1480/40 461 (500-¾)		1480/50 461 (500-1)	



WAAS CH <b>97400</b> <b>W09B</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev <b>9000</b> <b>1026</b> <b>1026</b>
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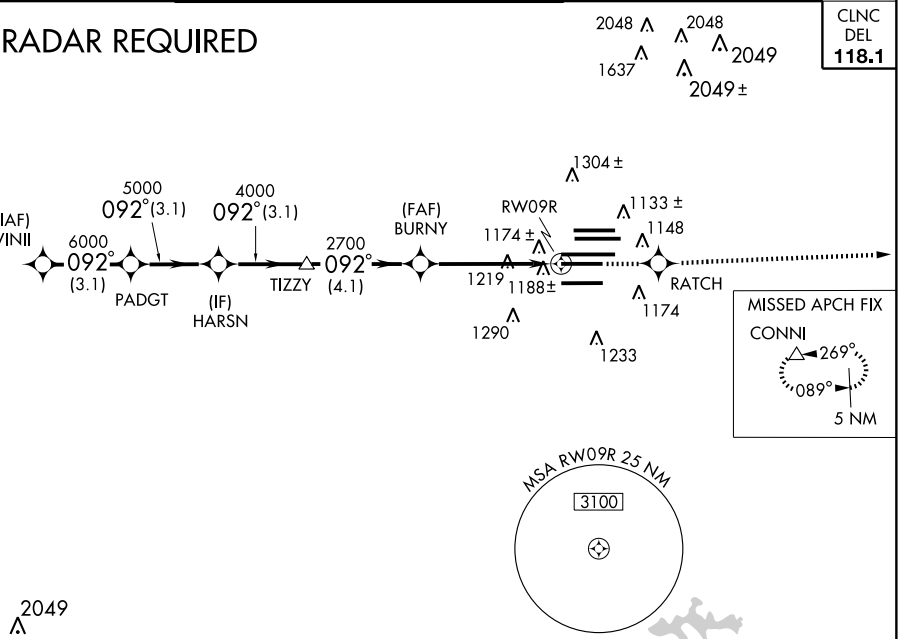
RNAV (GPS) Y RWY 9R

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

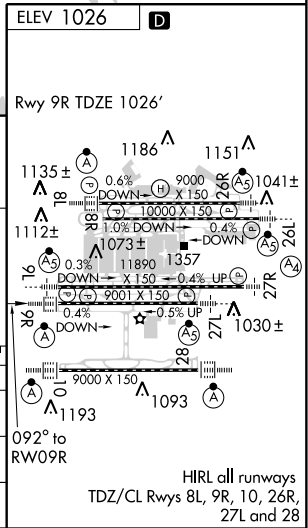
<div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.</div>	ALSIF-2 	MISSED APPROACH: Climb to 4000 direct RATCH and via 089° track to CONNI and hold.
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ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>	ALL RWYS <b>121.9 121.75 121.65 381.6</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS <b>121.9 121.75 121.65 381.6</b>	ALL RWYS
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RADAR REQUIRED




	VINII	PADGT	HARSN	TIZZY	BURNY	RWY 9R
	6000	5000	4000	2700	2700	1174±
	092°	092°	092°	092°	092°	092°
	3.1 NM	3.1 NM	3.1 NM	4.1 NM	3.8 NM	1.2 NM
CATEGORY	A	B	C	D		
LPV DA	1226/24			200 (200-½)		
LNAV/VNAV DA	1475/50			449 (500-1)		
LNAV MDA	1480/24	454 (500-½)	1480/40	454 (500-¾)		






ATIS	ATLANTA	ATLANTA TOWER							GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	

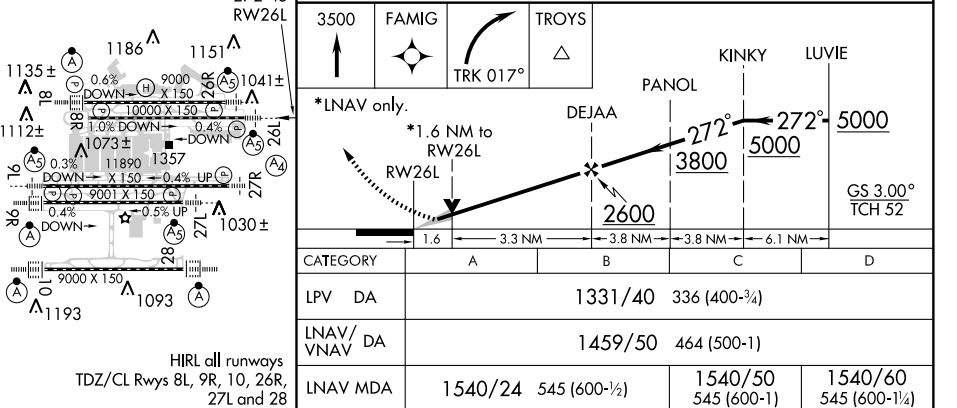
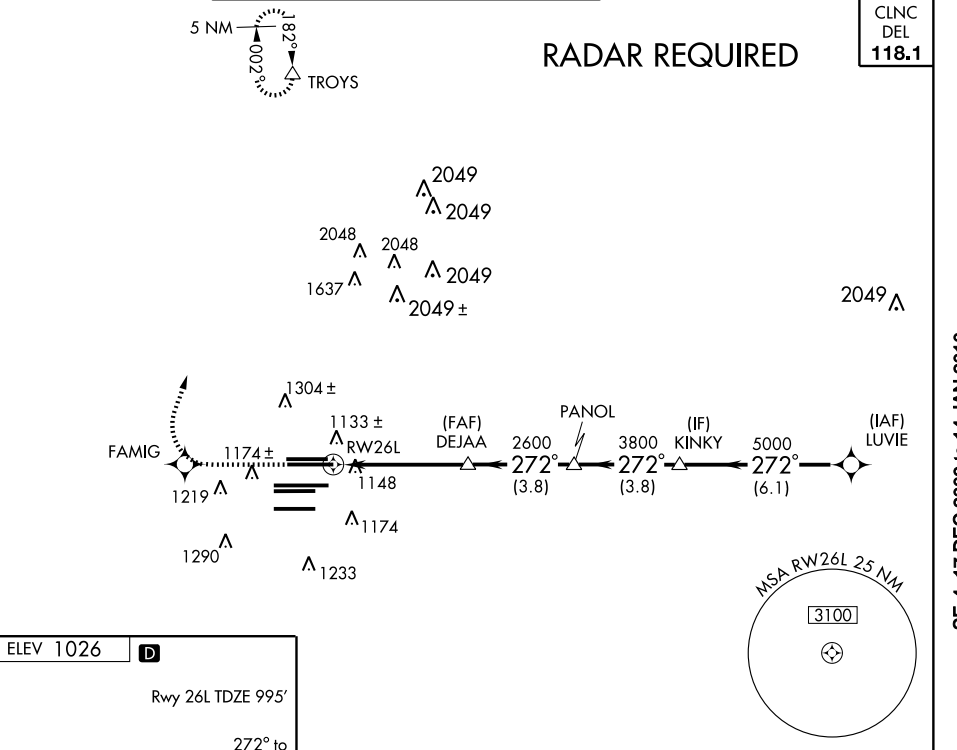
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA.

MAISR



MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via 017° track to TROYS and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>					ALL RWYS <b>121.9</b>	GND CON (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.75</b>	ALL RWYS <b>121.65 381.6</b>
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▼

For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -17°C (2°F) or above 47°C (116°F).  
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3500 direct  
BADSE and right turn via 019° track to TROYS  
and hold.

ATIS ARR <b>119.65</b> DEP <b>125.55</b>	ATLANTA APP CON <b>127.9 379.9</b>	ATLANTA TOWER 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS <b>119.1 125.325 123.85 119.3 119.5 381.6</b>					ALL RWYS (8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 <b>121.9 121.75 121.65 381.6</b>	GND CON <b>121.75 121.65 381.6</b>	ALL RWYS
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5 NM

TROYS

RADAR REQUIRED

CNLC  
DEL  
**118.1**

ELEV 1026 <b>D</b>		3500	BADSE	TROYS				
				TRK 019°				
		*LNAV only.		AJAAY	BALLI	FREAL	SMLTZ	
		RWY 26R		2700	3800	5000	5000	GS 3.00° TCH 58
CATEGORY		A		B		C		D
LPV DA		1361/40		371 (400-¾)				
LNAV/VNAV DA		1435/50		445 (500-1)				
LNAV MDA		1560/24 570 (600-½)		1560/50 570 (600-1)		1560/60 570 (600-1¼)		

HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

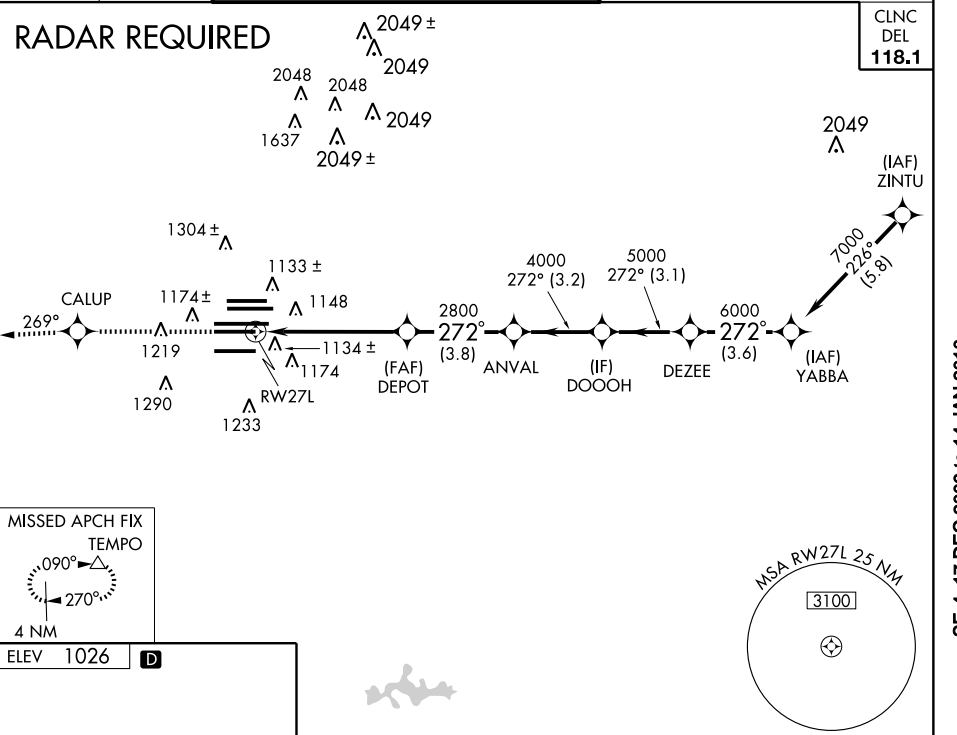
SE-4, 17 DEC 2009 to 14 JAN 2010

▼ For inoperative MALS, increase LNAV/VNAV visibility to 1¾ all Cats.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS  
AS

MISSED APPROACH: Climb to 4000 direct CALUP and via track 269° to TEMPO and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R, 8R-26L)	(9L-27R, 9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>



4000	CALUP	trk 269°	TEMPO	VGSI and RNAV glidepath not coincident.		YABBA
4000				DEZEE		7000
*LNAV only.		DEPOT	ANVAL	DOOOH	DEZEE	
RW27L		2800	4000	5000	6000	
1.8 NM		3.6 NM	3.8 NM	3.2 NM	3.1 NM	3.6 NM
CATEGORY	A	B	C	D		
LPV DA	1199/24		200 (200-½)			
LNAV/VNAV DA	1489/60		490 (500-1¼)			
LNAV MDA	1620/24	621 (600-½)	1620/60	621 (600-1¼)	1620-1½	621 (600-1½)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>70400</b> <b>W27B</b>	APP CRS <b>272°</b>	Rwy Idg <b>11690</b> TDZE <b>985</b> Apt Elev <b>1026</b>
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RNAV (GPS) Y RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**T** Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C and D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

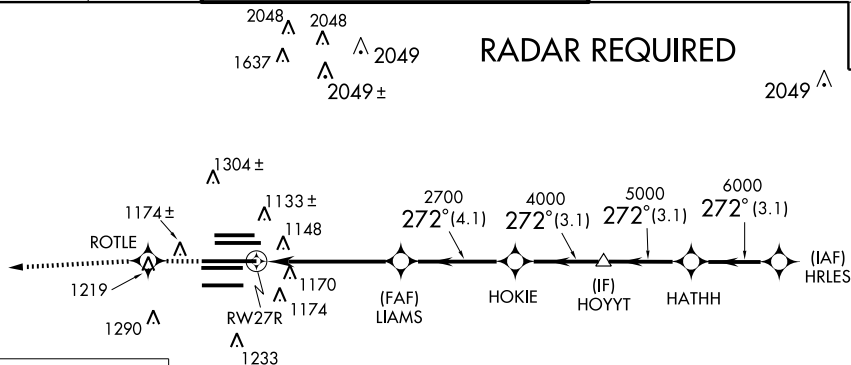
MALS

$\textcircled{A_4}$  —  $\text{---} \text{---} \text{---} \text{---} \text{---}$

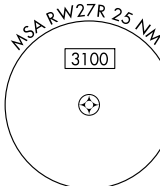
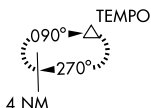
**MISSED APPROACH:** Climb to 4000 direct ROTLE and via 269° track to TEMPO and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL	
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

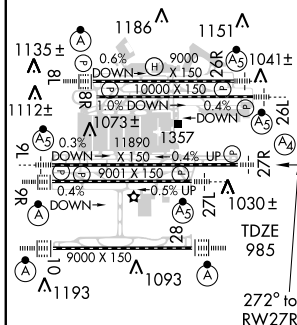
RADAR REQUIRED

CLNC  
DEL  
**118.1**

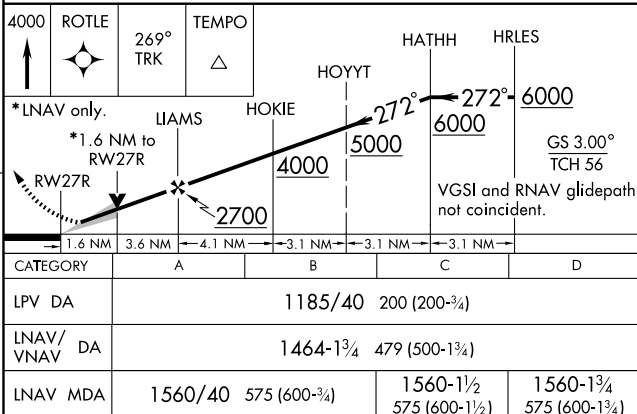
MISSED APCH FIX



ELEV 1026



HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28



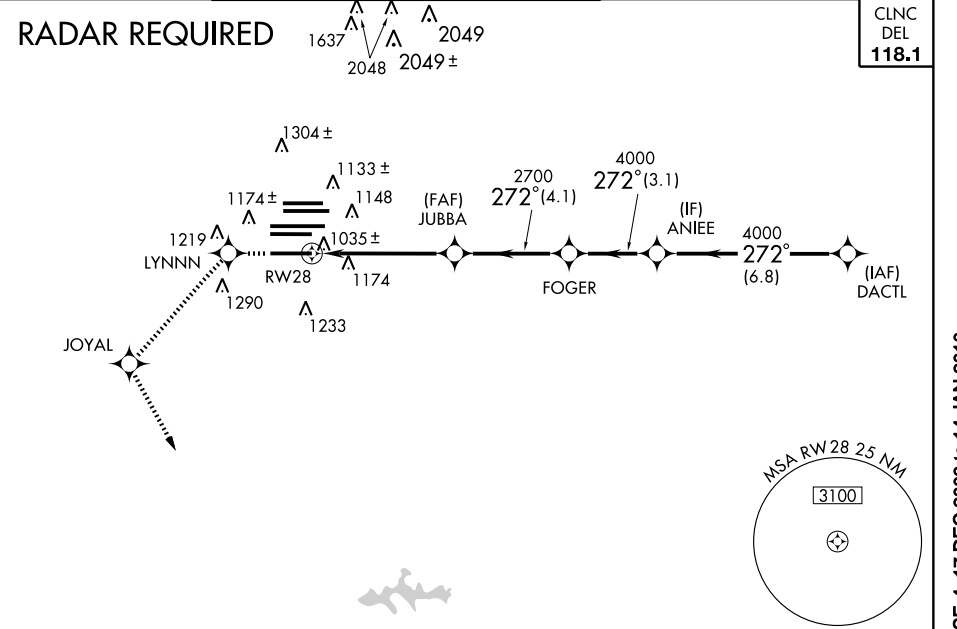
▼

For inoperative ALSF-2, increase RNAV/VNAV visibility to 1¾ mile all Cats. For uncompensated Baro-VNAV systems, RNAV/VNAV NA below 17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3500 direct LYNNN and via 224° track to JOYAL and 154° track to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



ELEV 1026

D


3500	LYNNN	TRK 224°	JOYAL	TRK 154°	SCARR	FOGER	ANIEE	DACTL
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\*LNAV only.

CATEGORY	A	B	C	D
LPV DA	1248/24		250 (300-½)	
LNAV/VNAV DA	1488/60		490 (500-1¼)	
LNAV MDA	1460/24	462 (500-½)	1460/40 462 (500-¾)	1460/50 462 (500-1)

HIRL all runways

TDZ/CL Rwy 8L, 9R, 10, 26R, 27L and 28

▼	GPS Required. For inoperative ALSF, increase RNP 0.11, 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.							ALSF-2 		MISSED APPROACH: Climb to 3500 direct JOBAK and via track 042° to VRSTY and via track 322° to TROYS and hold.		
	ATIS	ATLANTA	ATLANTA TOWER						GND CON			ALL
	ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9	379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

5 NM

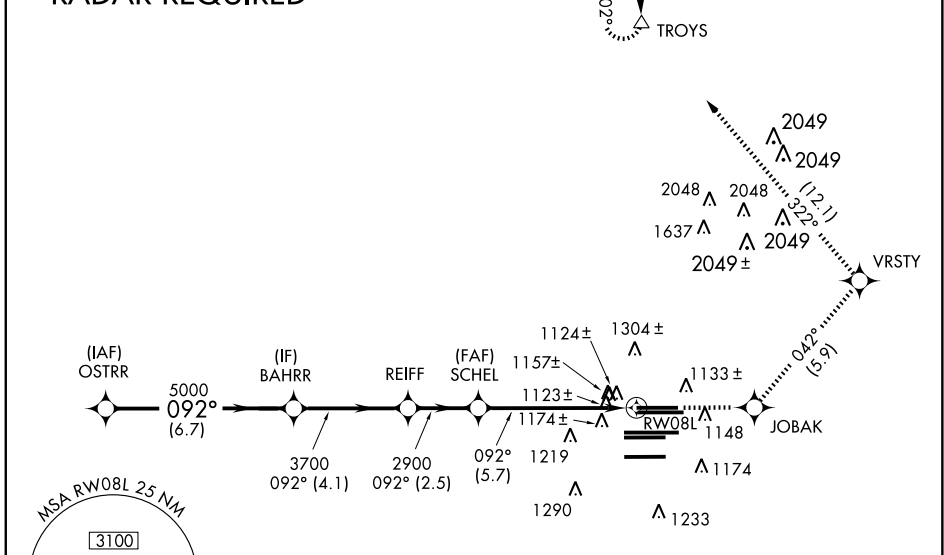
182°

002°

TROYS

CLNC DEL

118.1



3500	JOB	VR	VR	TRO
↑	✱	trk 042°	✱	trk 322°

CATEGORY	A	B	C	D
RNP 0.11 DA		1424/45	409 (400- $\frac{2}{3}$ )	
RNP 0.15 DA		1432/45	417 (500- $\frac{2}{3}$ )	
RNP 0.30 DA		1475/50	460 (500-1)	

SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED

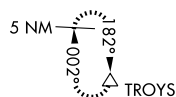
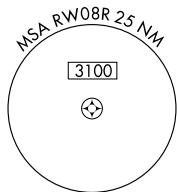
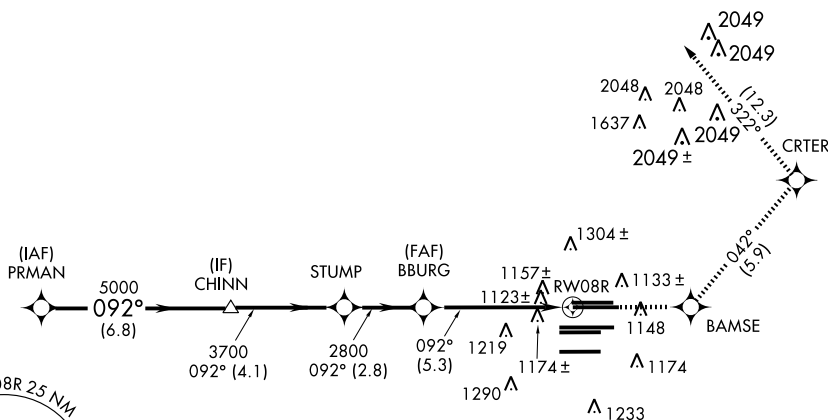
HIRL all runways  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

APP CRS	Rwy Idg	<b>10000</b>
<b>092°</b>	TDZE	<b>1024</b>
	Apt Elev	<b>1026</b>

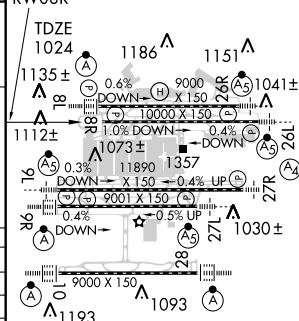
**RNAV (RNP) Z RWY 8R**

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).		MISSED APPROACH: Climb to 3500 direct BAMSE and via track 042° to CRTER and via track 322° to TROYS and hold.	
ATIS	ATLANTA	ATLANTA TOWER	ALL
ARR <b>119.65</b>	APP CON	8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS	GND CON
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1 125.325 123.85 119.3 119.5 381.6</b>	<b>121.9 121.75 121.65 381.6</b>
			ALL RWYS

**RADAR REQUIRED**CLNC  
DEL  
**118.1**

ELEV 1026

092° to  
RW08RHIRL all runways  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28

PRMAN		CHINN	3500 ↑		BAMSE ✦	trk 042°	CRTER ✦	trk 322°	TROYS △
5000		092°	STUMP	5000	3700	2800	VGSI and RNAV glidepath not coincident.		
GP 3.00° TCH 53		6.8 NM		4.1 NM	2.8 NM	5.3 NM		RW08R	
CATEGORY	A		B		C		D		
RNP 0.11 DA			1412/60		388 (400-1¼)				
RNP 0.15 DA			1419/60		395 (400-1¼)				
RNP 0.30 DA			1474-1½		450 (500-1½)				

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



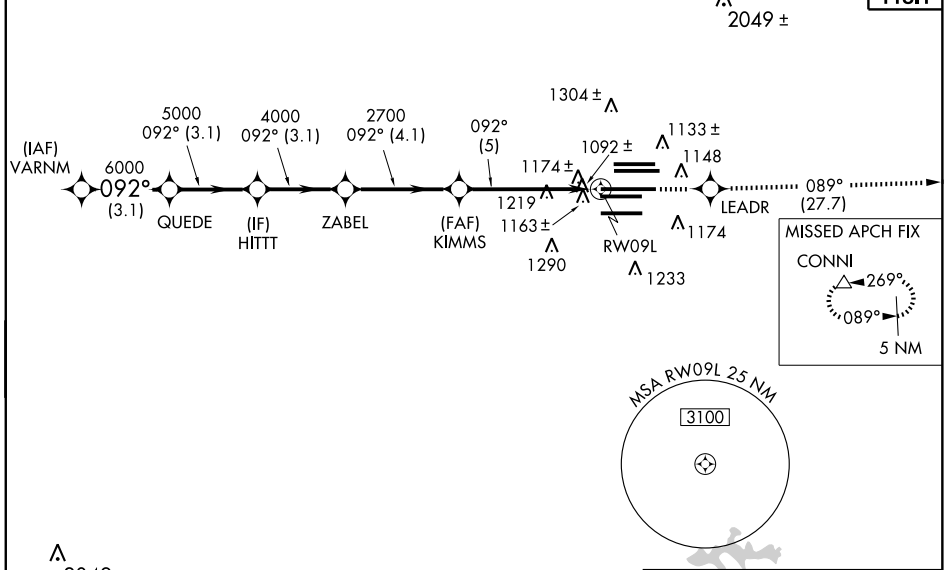
GPS Required. For inoperative MALS, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½.  
For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

MALS  
AS

MISSED APPROACH: Climb to 4000 direct LEADR and via track 089° to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

RADAR REQUIRED



ELEV 1026

CATEGORY	A	B	C	D
RNP 0.11 DA		1375/40	356 (400-¾)	
RNP 0.15 DA		1425/45	406 (400-⅔)	
RNP 0.30 DA		1481/60	462 (500-1¼)	


**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

HIRL all runways  
TDZ/CL Rwy's 8L, 9R,  
10, 26R, 27L and 28

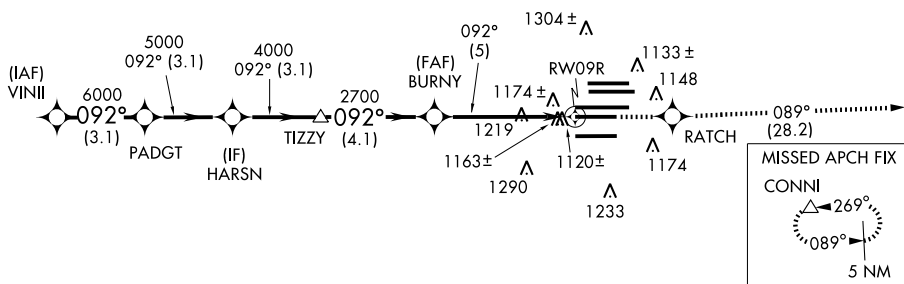
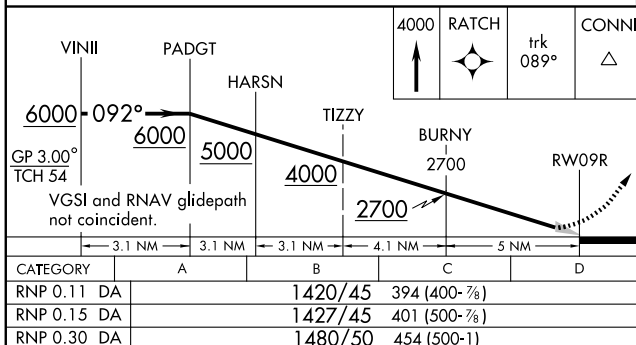
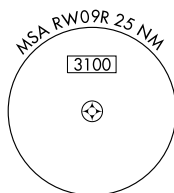
SE-4: 17 DEC 2009 to 14 JAN 2010

RNAV (RNP) Z RWY 9R

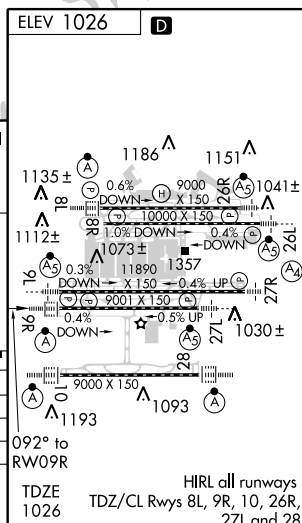
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

ALSF-2 	MISSED APPROACH: Climb to 4000 direct RATCH and via track 089° to CONNI and hold.
---	---

## RADAR REQUIRED

2049  
A

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**




APP CRS	Rwy Idg	<b>9000</b>
<b>092°</b>	TDZE	<b>1000</b>
	Apt Elev	<b>1026</b>

RNAV (RNP) Z RWY 10

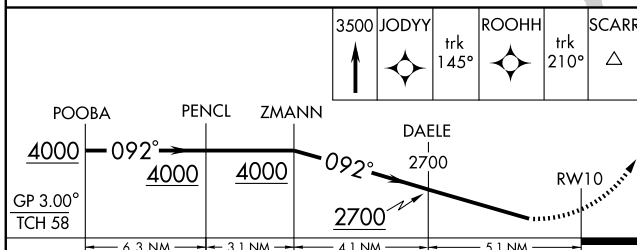
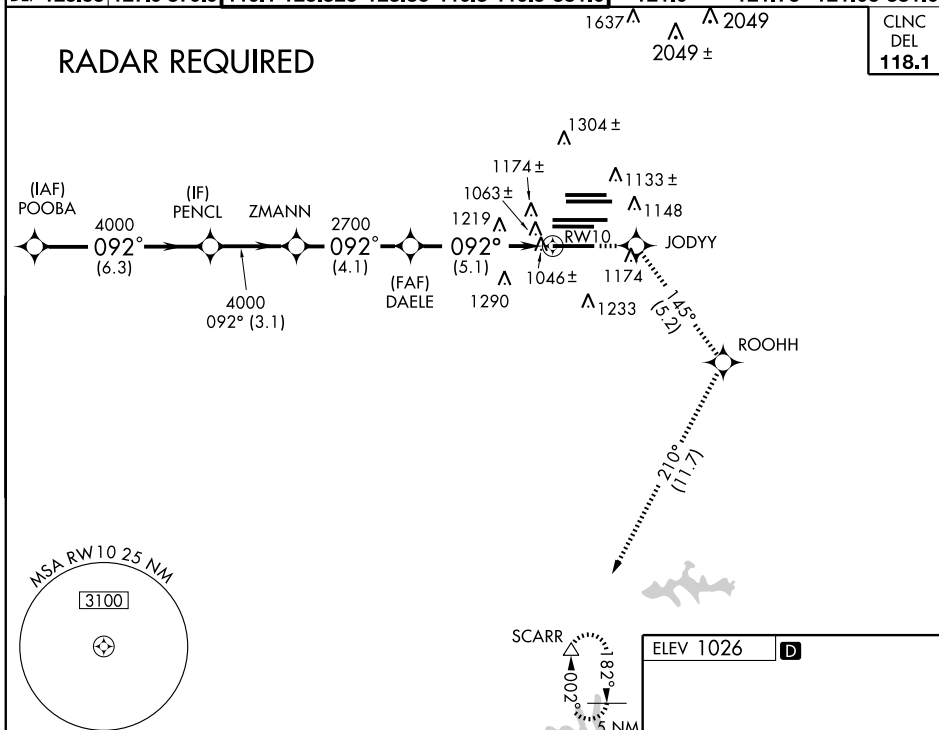
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**T** GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

ALSF-2 	<b>MISSED APPROACH:</b> Climb to 3500 direct JODY and via track 145° to ROOHH and via track 210° to SCARR and hold.
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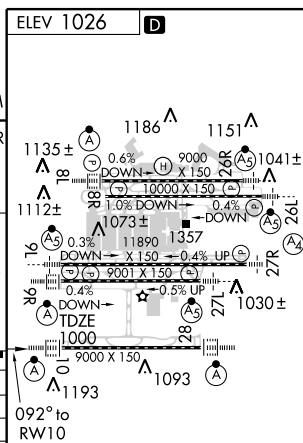
	ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON				
ARR	<b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS	
DEP	<b>125.55</b>	<b>127.9</b>	<b>379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>

## RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.11 DA		1367/40	367 (400-¾)	
RNP 0.15 DA		1421/45	421 (400-⅞)	
RNP 0.30 DA		1483/60	483 (500-1¼)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



HIRL all runways  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

APP CRS	Rwy Idg	<b>10000</b>
<b>272°</b>	TDZE	<b>995</b>
	Apt Elev	<b>1026</b>

# RNAV (RNP) Z RWY 26L

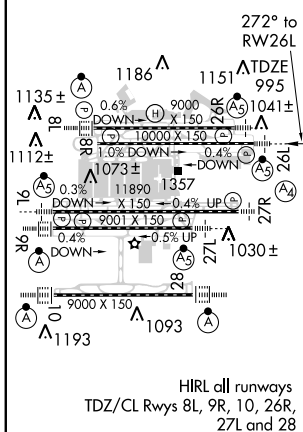
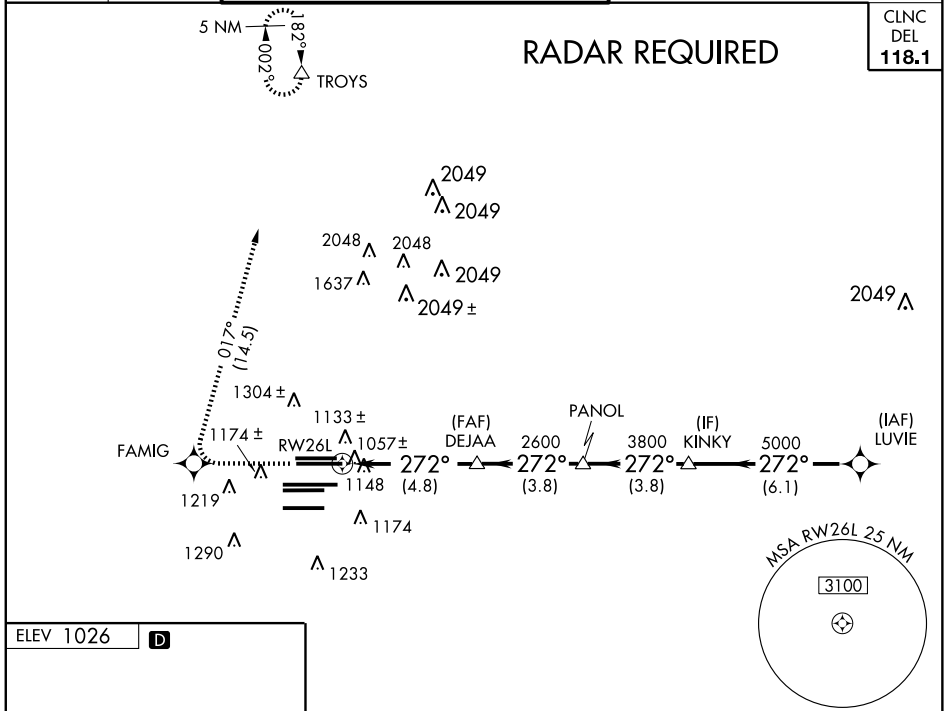
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**▼ GPS Required.** For inoperative MALS, increase RNP 0.11\* all Cats visibility to RVR 4500, RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11\* missed approach requires minimum climb of 395 feet per NM to 1800.



**MISSED APPROACH:** Climb to 3500 direct FAMIG and right turn via track 017° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON	ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L) (9L-27R,9R-27L)	10-28 RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75 121.65 381.6</b>



3500	FAMIG	TROYS	KINKY	LUVIE
DEJAA	PANOL	272°	5000	
RW26L	2600	3800	5000	
4.8 NM	3.8 NM	3.8 NM	6.1 NM	
CATEGORY	A	B	C	D
RNP 0.11 DA*		1274/24	279 (300-½)	
RNP 0.11 DA		1383/45	388 (400-¾)	
RNP 0.15 DA		1390/45	395 (400-¾)	
RNP 0.30 DA		1427/50	432 (500-1)	
<b>SPECIAL AIRCRAFT &amp; AIRCREW AUTHORIZATION REQUIRED</b>				

APP CRS	Rwy Idg	<b>8800</b>
<b>272°</b>	TDZE	<b>990</b>
	Apt Elev	<b>1026</b>

## RNAV (RNP) Z RWY 26R

ATLANTA/HARTSFIELD- JACKSON ATLANTA INTL (ATL)

**V** GPS Required. For inoperative MALSR, increase RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

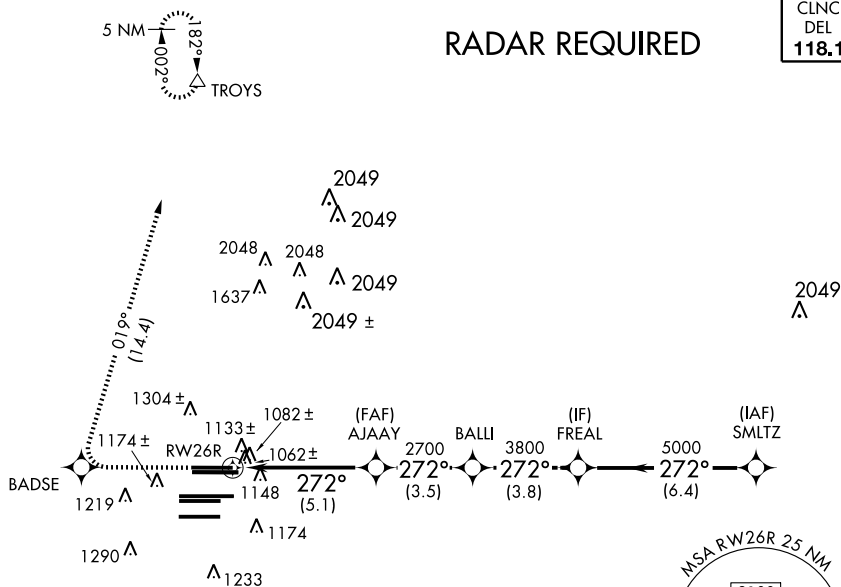
MALSR



**MISSED APPROACH:** Climb to 3500 direct BADSE and right turn via track 019° to TROYS and hold.

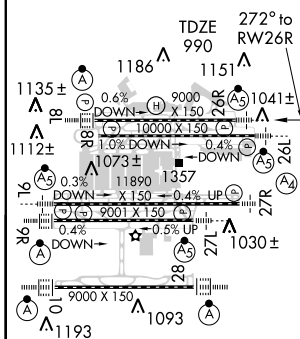
ATIS	ATLANTA	ATLANTA TOWER						ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	

## RADAR REQUIRED

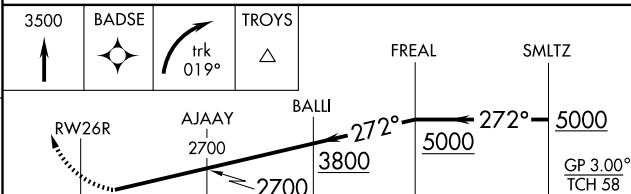
CLNC  
DEL  
**118.1**

SE-4. 17 DEC 2009 to 14 JAN 2010

ELEV 1026



HIRL all runways  
TDZ/ CL Rwy's 8L, 9R, 10, 26R,  
27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA		1380/40	390 (400- $\frac{3}{4}$ )	
RNP 0.15 DA		1387/45	397 (400- $\frac{7}{8}$ )	
RNP 0.30 DA		1449/50	459 (500-1)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

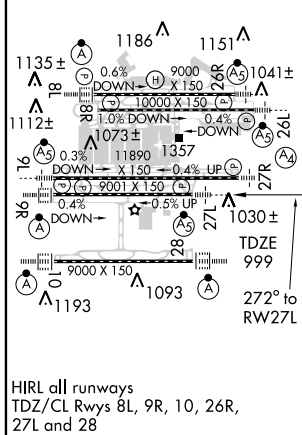
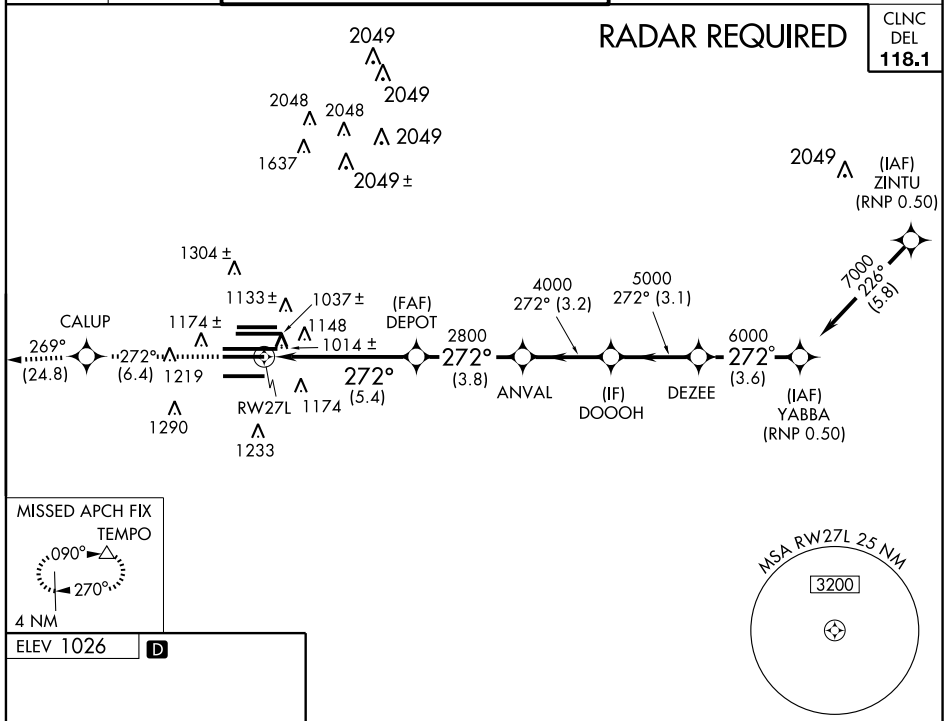
APP CRS	Rwy Idg	8865
272°	TDZE	999
	Apt Elev	1026

# RNAV (RNP) Z RWY 27L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

<p><b>GPS Required.</b> For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1<math>\frac{1}{4}</math>. For uncompensated Baro-VNAV systems, procedure NA below -8°C (17°F) or above 46°C (116°F). Visibility reduction by helicopters NA.</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climb to 4000 via track 272° to CALUP and via track 269° to TEMPO and hold.</p>
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ATIS	ATLANTA	ATLANTA TOWER				ALL	GND CON				ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28 RWYS	8L-26R,8R-26L	9L-27R,9R-27L	10-28	RWYS	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5 381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>	



4000	CALUP	trk 269°	TEMPO	VGSI and RNAV glidepath not coincident.	DEZEE	YABBA
trk 272°						
RWY 27L	DEPOT	ANVAL	DOOOH	DEZEE	YABBA	
2800	2800	4000	5000	6000	7000	
5.4 NM	3.8 NM	3.2 NM	3.1 NM	3.6 NM		
CATEGORY	A	B	C	D		
RNP 0.11 DA		1251/40	252 (300- $\frac{3}{4}$ )			
RNP 0.15 DA		1324/40	325 (300- $\frac{3}{4}$ )			
RNP 0.30 DA		1471/60	472 (500-1 $\frac{1}{4}$ )			
<b>SPECIAL AIRCRAFT &amp; AIRCREW AUTHORIZATION REQUIRED</b>						

APP CRS <b>272°</b>	Rwy Idg <b>11690</b> TDZE <b>985</b> Apt Elev <b>1026</b>
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## RNAV (RNP) Z RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

**GPS Required.** For inoperative MALS, increase RNP 0.11\* all Cats visibility to RVR 5000, RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11\* missed approach requires minimum climb of 300 feet per NM to 1700. Visibility reduction by helicopters NA.

MALS

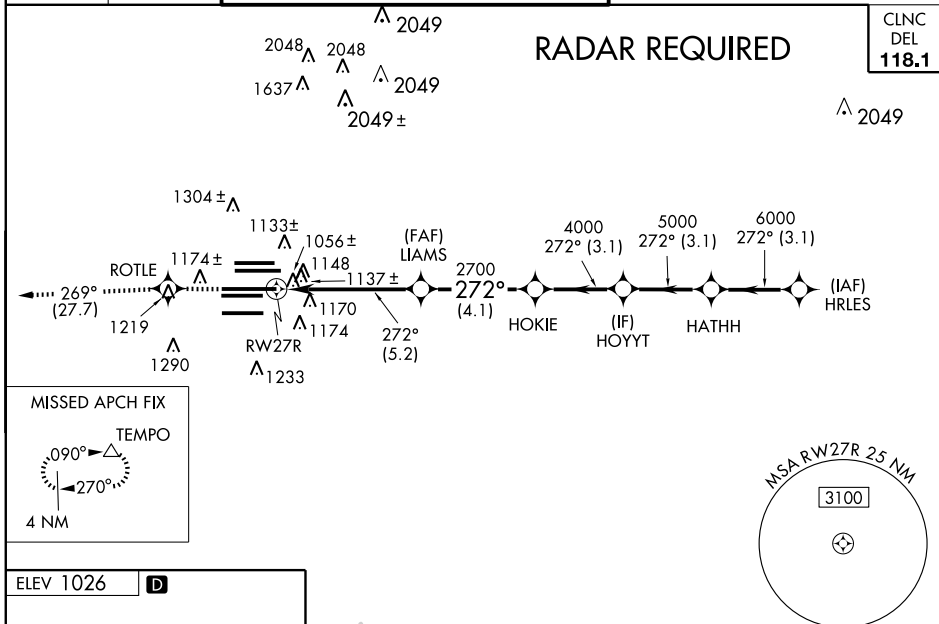


**MISSED APPROACH:** Climb to 4000 direct ROTLE and via track 269° to TEMPO and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS	GND CON	ALL RWYS
ARR <b>119.65</b>		8L-26R	8R-26L	9L-27R	9R-27L	10-28	(8L-26R, 8R-26L) (9L-27R, 9R-27L)	10-28	
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75 121.65 381.6</b>

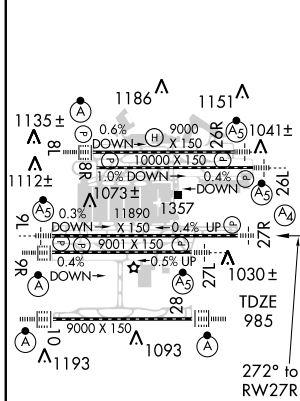
## RADAR REQUIRED

CLNC  
DEL  
**118.1**



ELEV 1026

D



HIRL all runways  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

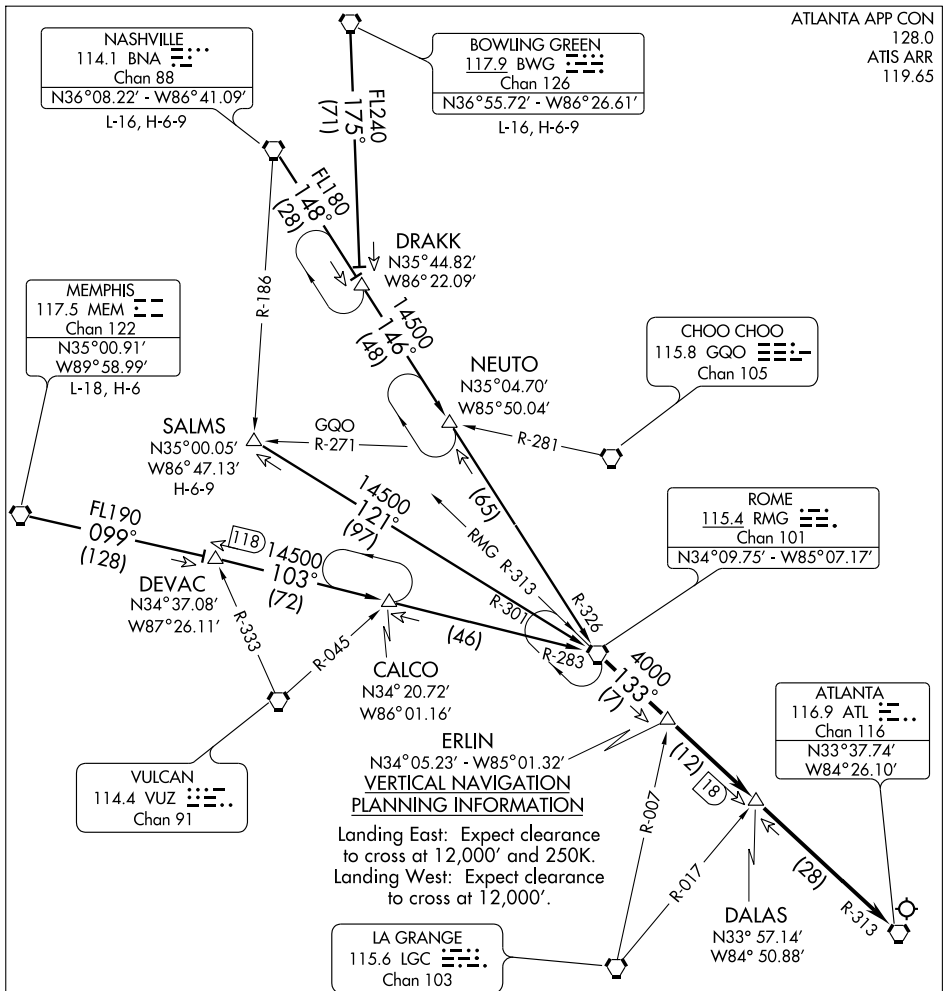
CATEGORY	A	B	C	D
RNP 0.11 DA*	1300/40	315 (300-¾)		
RNP 0.11 DA	1373/50	388 (400-1)		
RNP 0.15 DA	1399/60	414 (400-1½)		
RNP 0.30 DA	1484-1½	499 (500-1½)		

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**





## ROME THREE ARRIVAL (RMG.RMG3)

HARTSFIELD - JACKSON ATLANTA INTL  
ATLANTA, GEORGIA

**BOWLING GREEN TRANSITION (BWG.RMG3):** From over BWG VORTAC via BWG R-175 and RMG R-326 to RMG VORTAC. Thence. . .

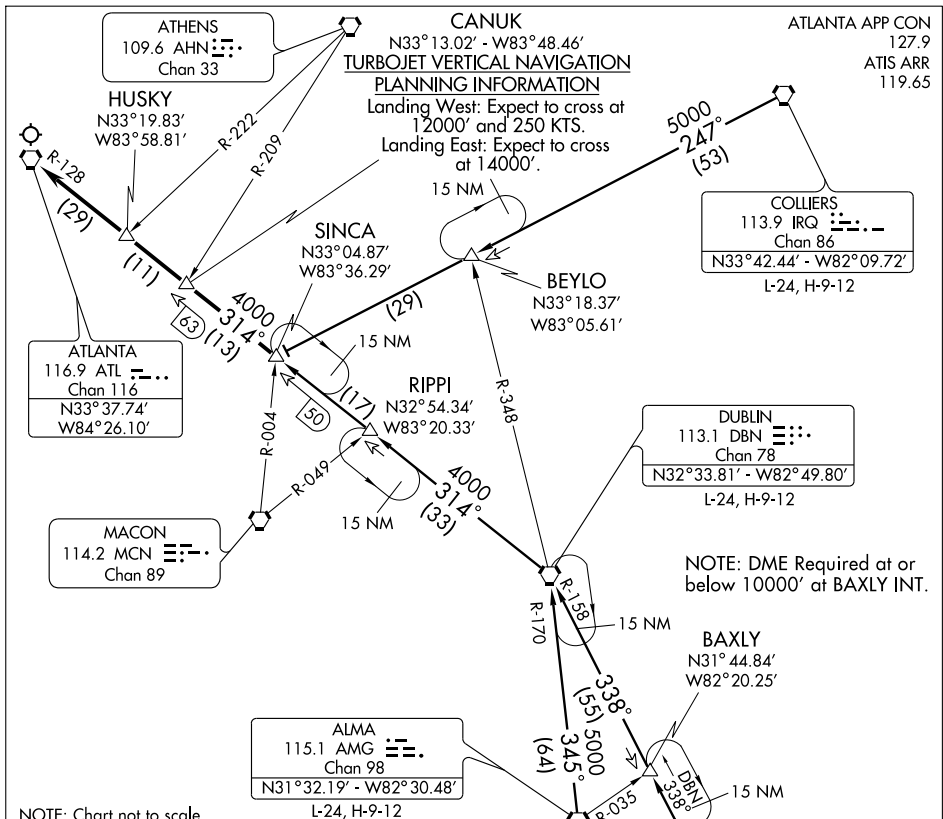
**MEMPHIS TRANSITION (MEM.RMG3):** From over MEM VORTAC via MEM R-099 and RMG R-283 to RMG VORTAC. Thence. . .

**NASHVILLE TRANSITION (BNA.RMG3):** From over BNA VORTAC via BNA R-148 and RMG R-326 to RMG VORTAC. Thence. . .

**SALMS TRANSITION (SALMS.RMG3):** From over SALMS INT via RMG R-301 to RMG VORTAC. Thence. . .

. . . From over RMG VORTAC via ATL R-313 to ATL VORTAC. Expect radar vectors to final approach course after DALAS INT.

## SINCA FIVE ARRIVAL



**ALMA TRANSITION (AMG.SINCA5):** From over AMG VORTAC via AMG R-345 and DBN R-170 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . .

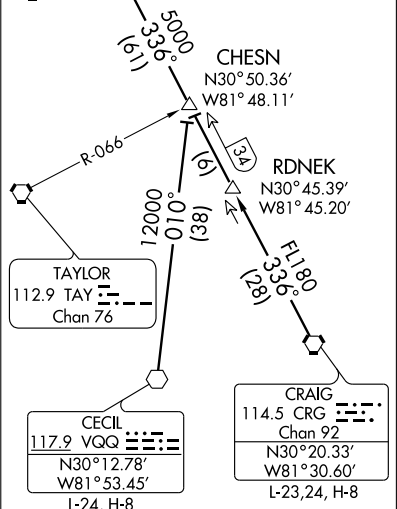
**CECIL TRANSITION (VQQ.SINCA5):** From over VQQ VOR via VQQ R-010 to CHESN INT, then via CRG R-336 and DBN R-158 to BAXLY INT, then via DBN R-158 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . .

**COLLIERS TRANSITION (IRQ.SINCA5):** From over IRQ VORTAC via IRQ R-247 to SINCA INT. Thence. . .

**CRAIG TRANSITION (CRG.SINCA5):** From over CRG VORTAC via CRG R-336 and DBN R-158 to BAXLY INT, then via DBN R-158 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . .

**DUBLIN TRANSITION (DBN.SINCA5):** From over DBN VORTAC via DBN R-314 to SINCA INT. Thence. . .

. . . From SINCA INT via DBN R-314 and ATL R-128 to ATL VORTAC. Expect radar vectors to final approach course after HUSKY INT.



## SUMMT FOUR DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 10-28)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

135.7 (Rwys 9L-27R, 9R-27L)

135.375 (Rwy 10-28)

## TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

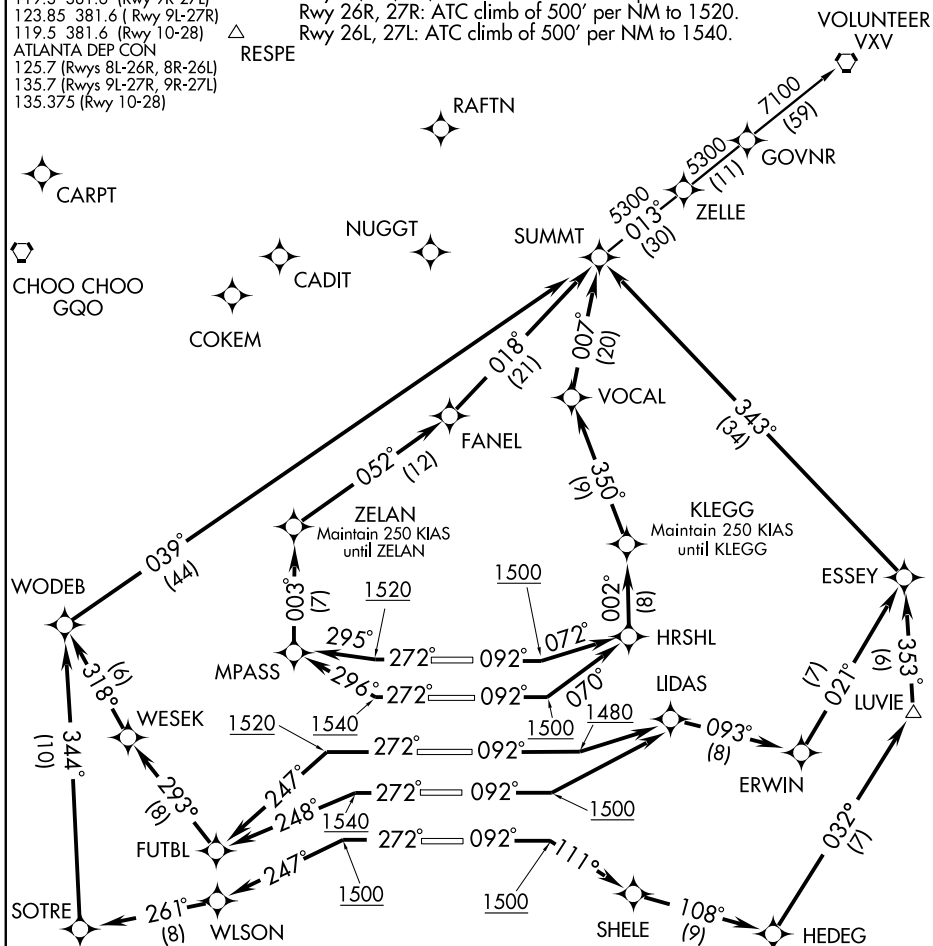
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: For Turbojet aircraft only.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(Continued on next page)

NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to SUMMT, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to SUMMT, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to SUMMT, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to SUMMT, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to SUMMT, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then 247° course to WLSON, then via depicted route to SUMMT, thence....

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

## VOLUNTEER TRANSITION (SUMMT4.VXV):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

## THRSR FIVE DEPARTURE (RNAV)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55

CLNC DEL 118.1

GND CON

121.9 381.6 (Rwys 8L-26R, 8R-26L)

121.75 381.6 (Rwys 9L-27R, 9R-27L)

121.65 381.6 (Rwy 10-28)

ATLANTA TOWER

119.1 381.6 (Rwy 8L-26R)

125.325 381.6 (Rwy 8R-26L)

119.3 381.6 (Rwy 9R-27L)

123.85 381.6 (Rwy 9L-27R)

119.5 381.6 (Rwy 10-28)

ATLANTA DEP CON

125.7 (Rwys 8L-26R, 8R-26L)

135.7 (Rwys 9L-27R, 9R-27L)

135.375 (Rwy 10-28)

## TAKEOFF MINIMUMS:

Rwy 8R: 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.

Rwy 9L: 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

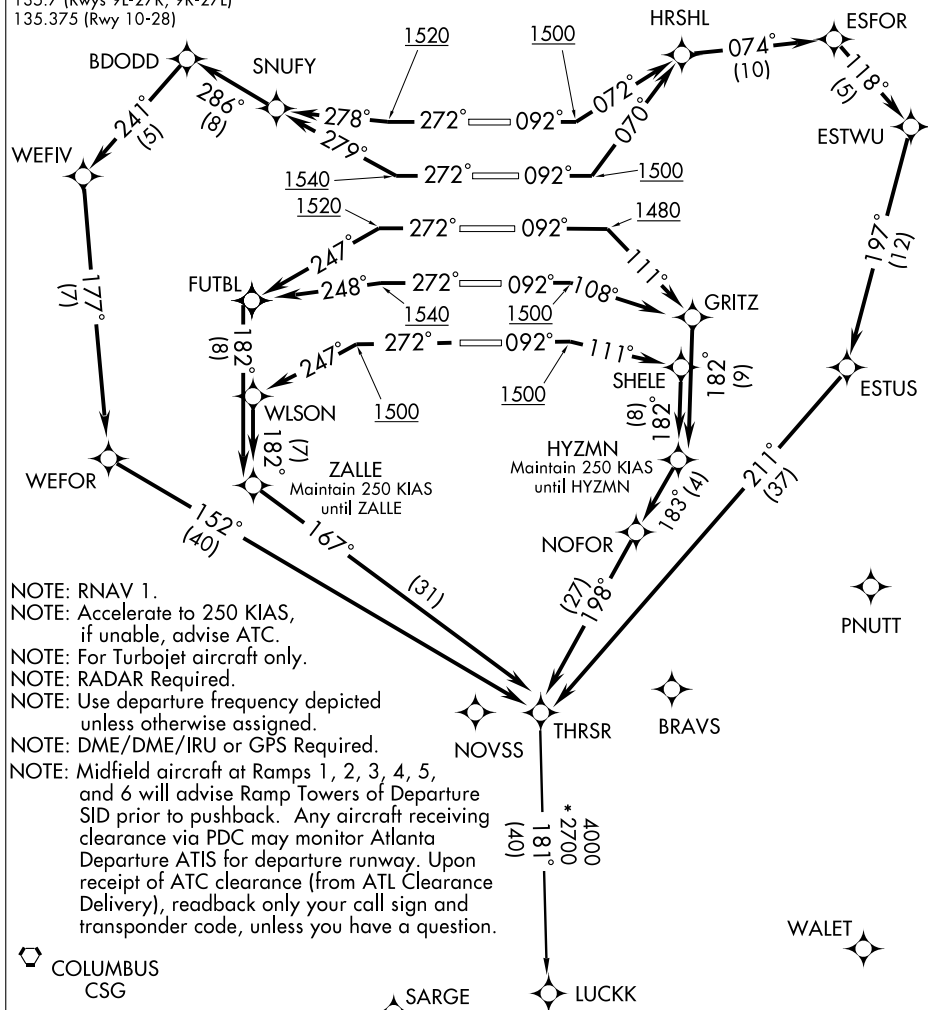
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:

Standard with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.

Rwy 26L, 27L: ATC climb of 500' per NM to 1540.

Rwy 26R, 27R: ATC climb of 500' per NM to 1520.



SE-4, 17 DEC 2009 to 14 JAN 2010

(Continued on following page)

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to THRSR, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to THRSR, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to THRSR, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to THRSR, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

### LUCKK TRANSITION (THRSR5.LUCKK):

- NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
- NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
- NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
- NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
- NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
- NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.
- NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
- NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
- NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRS HL, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRS HL, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to UGAAA, thence....

TAKE-OFF RWY 10: Climb heading to 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to UGAAA, thence ....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....

TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLS ON, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

## ATHENS TRANSITION (UGAAA2.AHN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.

NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.

NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.

NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.

NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121' MSL.

NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.

NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.

NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



## VIKNN ONE ARRIVAL (RNAV)

## ARRIVAL DESCRIPTION

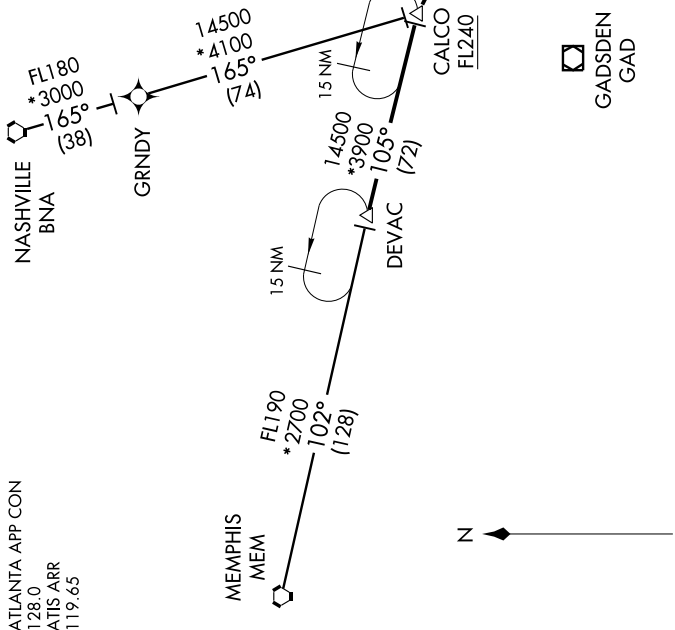
MEMPHIS TRANSITION (MEM.VIKNN1)

NASHVILLE TRANSITION (BNA.VIKNN1)

From CALCO WP via 119° track to VIKNN WP, then via 119° track to HERKO WP, then via 121° track to RPTOR WP, then via 167° track to HEWIE WP, then via 182° track to DANPE WP, then via 112° track to VINII WP. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: At VINII WP intercept and execute ILS or LOC Rwy 9R approach. If unable, track to ATL VORTAC and hold, maintain 5000.

NOTE: Chart not to scale.



NOTE: Assigned by ATC only.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: This STAR applicable to turbojet aircraft only.

NOTE: For non-GPS equipped aircraft, RMG, GAD, LGC, PDK, and SQS must be operational.

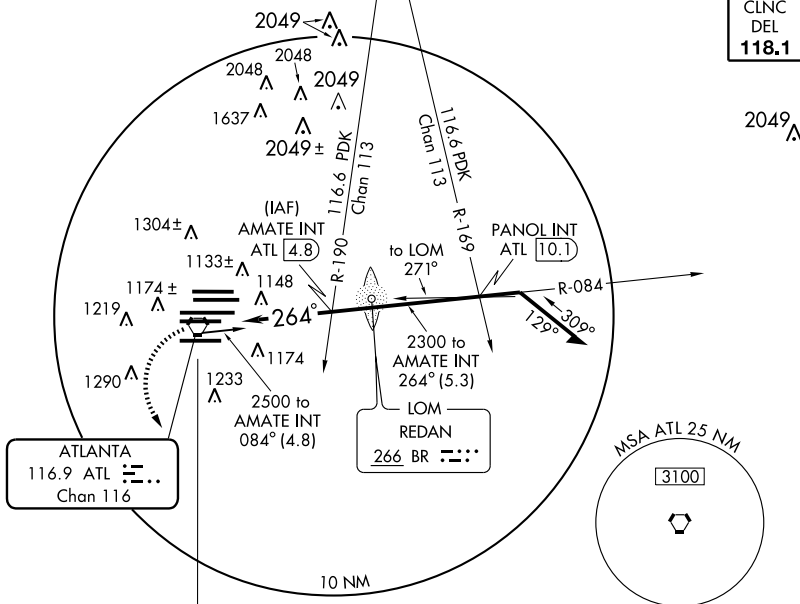
SIDON  
SQS

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

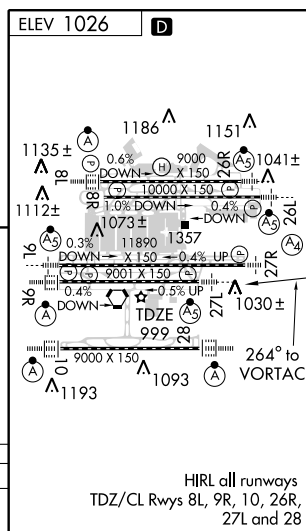
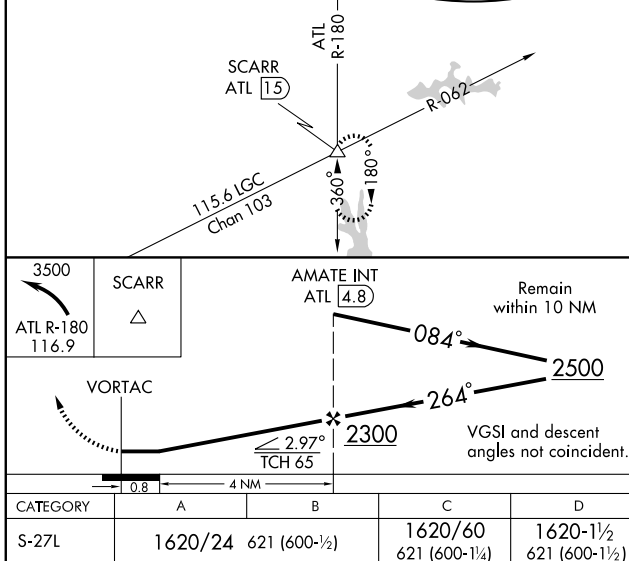
MALSR

**MISSED APPROACH:** Climbing left turn to 3500 via ATL R-180 to SCARB Int/ATL 15 DME and hold.

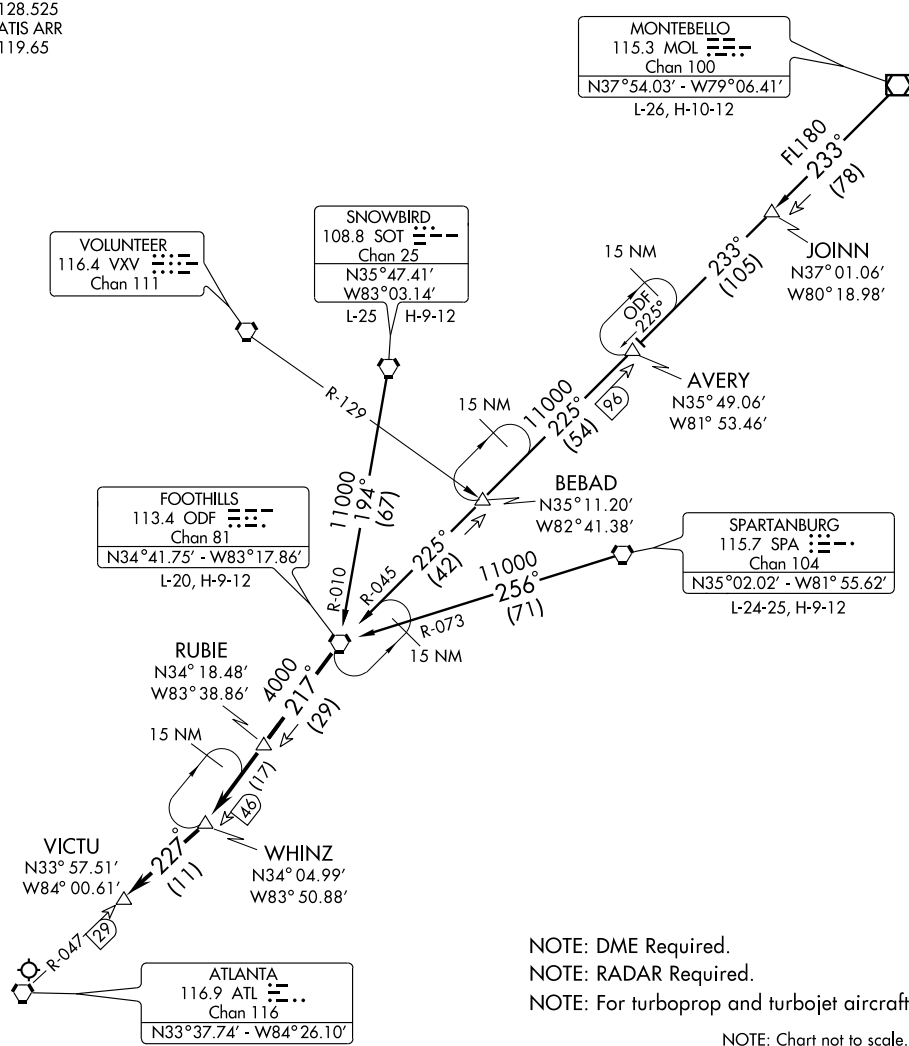
ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR <b>119.65</b>	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP <b>125.55</b>	<b>127.9 379.9</b>	<b>119.1</b>	<b>125.325</b>	<b>123.85</b>	<b>119.3</b>	<b>119.5</b>	<b>381.6</b>	<b>121.9</b>	<b>121.75</b>	<b>121.65</b>	<b>381.6</b>



SE-4, 17 DEC 2009 to 14 JAN 2010



ATLANTA APP CON  
 128.525  
 ATIS ARR  
 119.65

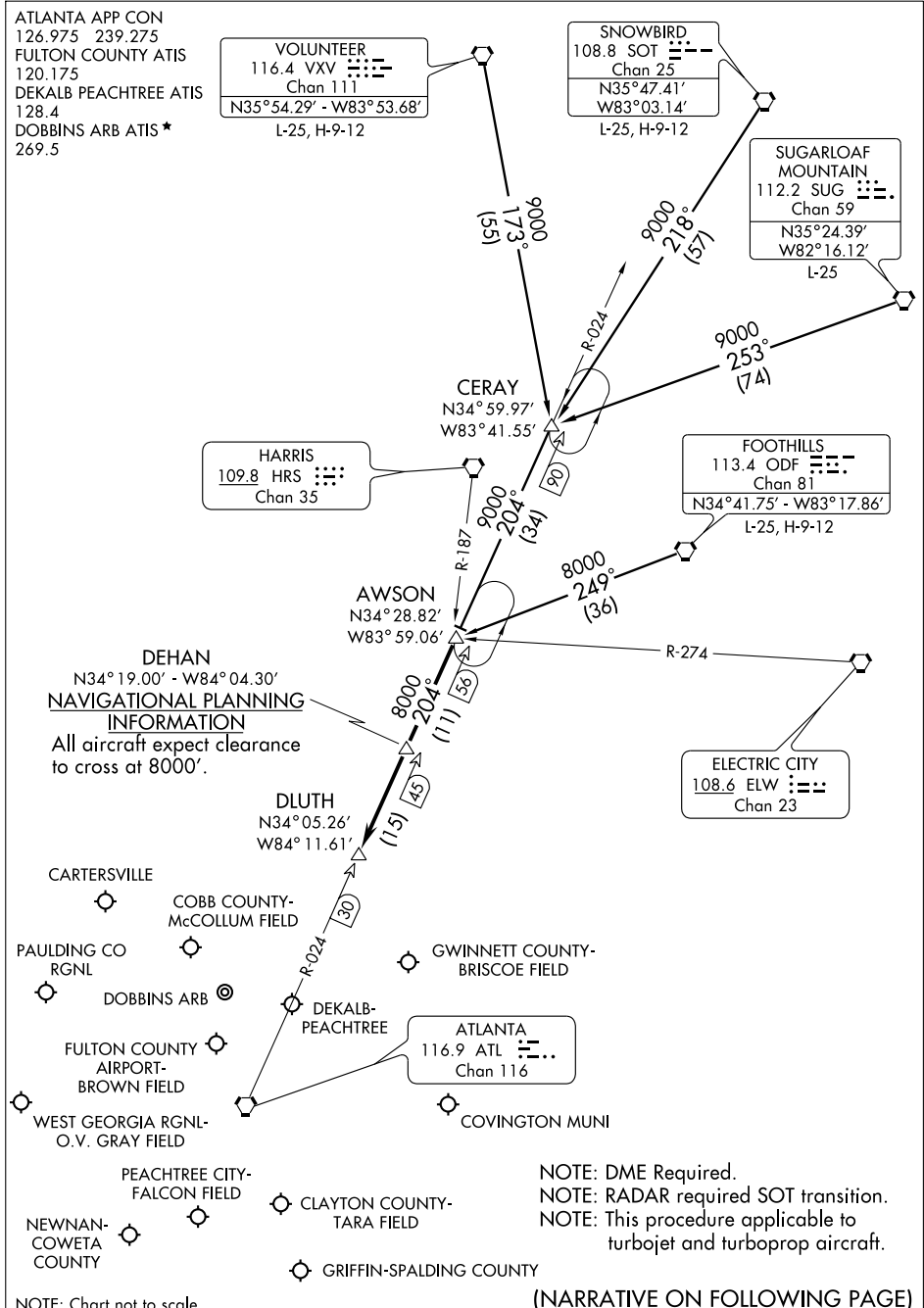


**MONTEBELLO TRANSITION (MOL.WHINZ1):** From over MOL VOR/DME via MOL R-233 and ODF R-045 to ODF VORTAC. Thence. . .

**SNOWBIRD TRANSITION (SOT.WHINZ1):** From over SOT VORTAC via SOT R-194 and ODF R-010 to ODF VORTAC. Thence. . .

**SPARTANBURG TRANSITION (SPA.WHINZ1):** From over SPA VORTAC via SPA R-256 and ODF R-073 to ODF VORTAC. Thence. . .

. . . From over ODF VORTAC via ODF R-217 to WHINZ. Then via ATL R-047 to VICTU. Expect radar vectors to final approach course after VICTU.



## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .


VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .


. . . . From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

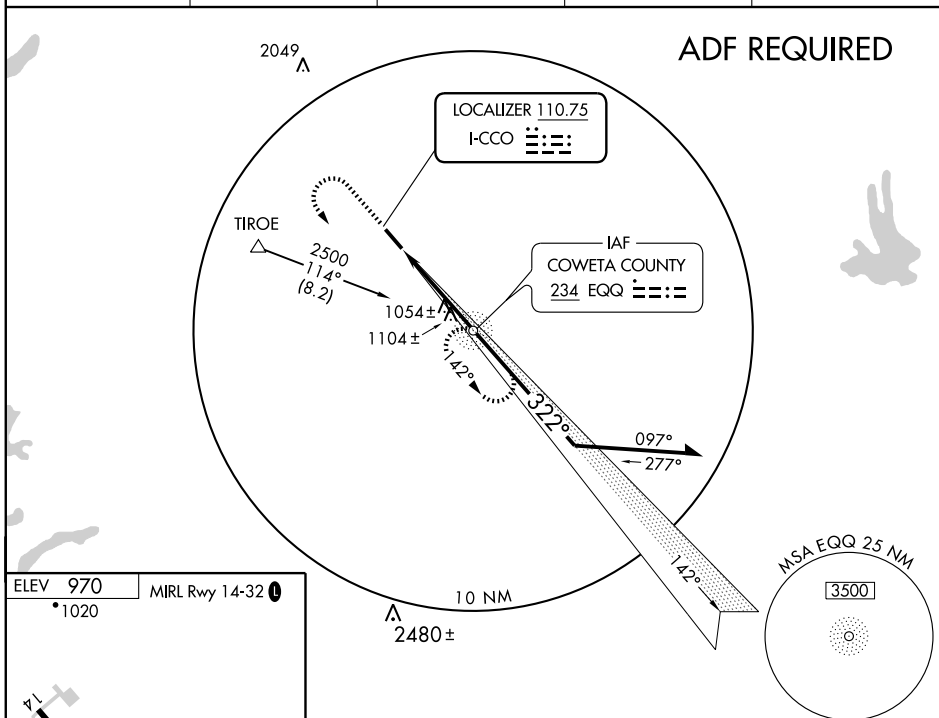
LOC I-CCO	APP CRS	Rwy Idg	<b>5500</b>
<b>110.75</b>	<b>322°</b>	TDZE	<b>952</b>
		Apt Elev	<b>970</b>





## LOC RWY 32

ATLANTA/NEWNAN COWETA COUNTY (CCO)

<p><b>NA</b></p> <p>Inoperative table does not apply to S-32 Cats A, B, and C. For inoperative MALSR, increase S-32 Cat D visibility to 1¼ miles. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-32 Cat C visibility to 1¼ mile.</p>	<p><b>MALSR</b></p> 	<p><b>MISSED APPROACH:</b> Climb to 1800 then climbing left turn to 2500 direct EQQ NDB and hold.</p>
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AWOS-3 <b>118.975</b>	ATLANTA APP CON <b>119.8 343.6</b>	GCO <b>121.725</b>	CLNC DEL <b>119.8</b>	UNICOM <b>122.8 (CTAF)</b> 
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1800		2500	EQQ	NDB		Remain within 10 NM	
						142°	
						2500	
						322°	
						2400	
						VGSI and descent angles not coincident.	
						3.47°	
						TCH 40	
						3.9 NM	
CATEGORY	A		B		C		D
S-32	1320-1		368 (400-1)				
CIRCLING	1420-1		450 (500-1)		1420-1½		1520-2
					450 (500-1½)		550 (600-2)

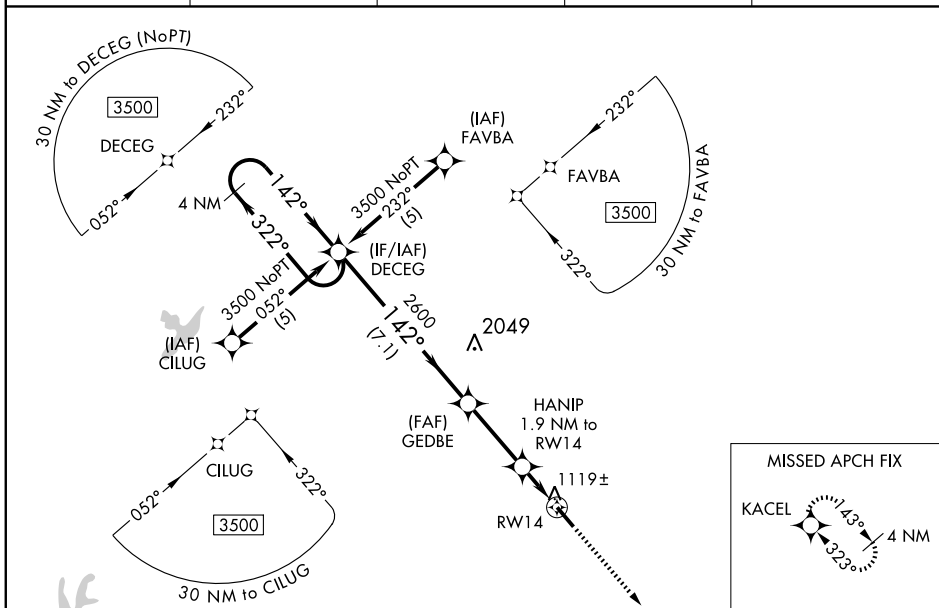
WAAS CH <b>70515</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev <b>5500</b> <b>970</b> <b>970</b>
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# RNAV (GPS) RWY 14

ATLANTA/ NEWNAN COWETA COUNTY (C/O)

<p><b>Baro-VNAV NA</b> when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet, and increase LPV all Cats and LNAV Cat D visibilities ¼ mile.</p>	<p><b>MISSED APPROACH:</b> Climb to 3500 direct KACEL and hold.</p>
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AWOS-3 <b>118.975</b>	ATLANTA APP CON <b>119.8 343.6</b>	GCO <b>121.725</b>	CLNC DEL <b>119.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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<p>4 NM Holding Pattern DECEG VGSI and RNAV glidepath not coincident.</p> <p>3500 ← 322° 142° → 142°</p> <p>GS 3.00° TCH 56</p> <p>GEDBE HANIP 1.9 NM to RW14</p> <p>2600 *1620</p> <p>7.1 NM 3 NM 1.9 NM</p>				
<p>ELEV 970</p> <p>1020</p> <p>142° to RW14</p> <p>TDZE 970</p> <p>5500 X 100</p> <p>0.8% UP</p> <p>32</p>				
CATEGORY	A	B	C	D
LPV DA	1300-1		330 (400-1)	
LNAV/VNAV DA	1389-1½		419 (500-1½)	
LNAV MDA	1380-1	410 (500-1)	1380-1¼	410 (500-1¼)
CIRCLING	1420-1	450 (500-1)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

MIRL Rwy 14-32 0

WAAS CH <b>77528</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>952</b> <b>970</b>
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RNAV (GPS) RWY 32

ATLANTA/ NEWNAN COWETA COUNTY (C/O)

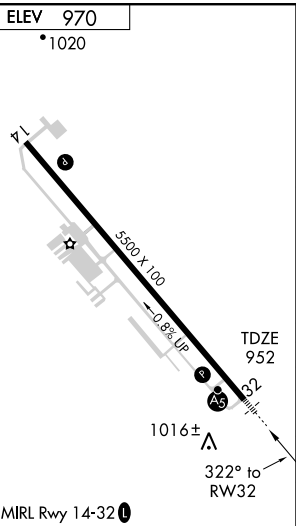
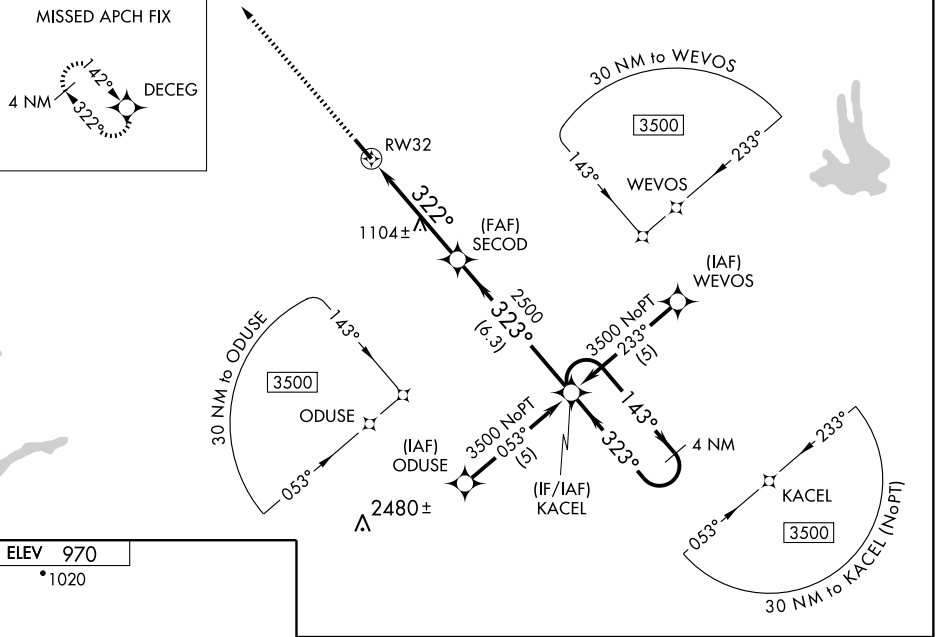
**⚠** Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet. Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Inoperative table does not apply to LNAV Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALS, increase LNAV/VNAV all Cats and LNAV Cats C and D visibilities to 1¼ mile. For inoperative MALS, when using Peachtree City-Falcon Field altimeter setting, increase LNAV Cat C visibility to 1¼ mile.

MALS

MISSED APPROACH:

Climb to 3500 direct DECEG and hold.

AWOS-3 <b>118.975</b>	ATLANTA APP CON <b>119.8 343.6</b>	GCO <b>121.725</b>	CLNC DEL <b>119.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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3500 DECEG

VGSI and RNAV glidepath not coincident.

KACEL

4 NM Holding Pattern

GS 3.00°  
TCH 40

SECOD

CATEGORY	A	B	C	D
LPV DA		1242-1	290 (300-1)	
LNAV/VNAV DA		1286-1	334 (400-1)	
LNAV MDA		1360-1	408 (400-1)	
CIRCLING	1420-1	450 (500-1)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010



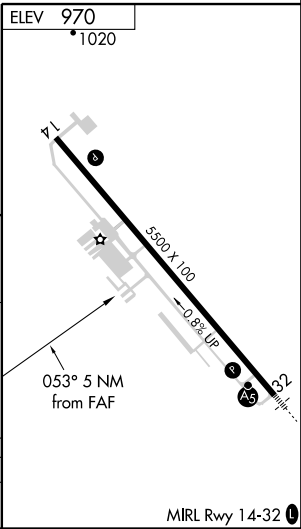
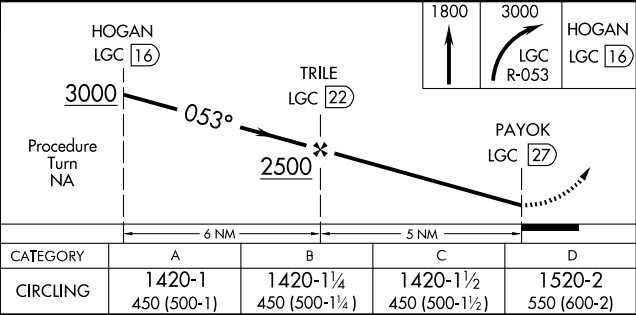
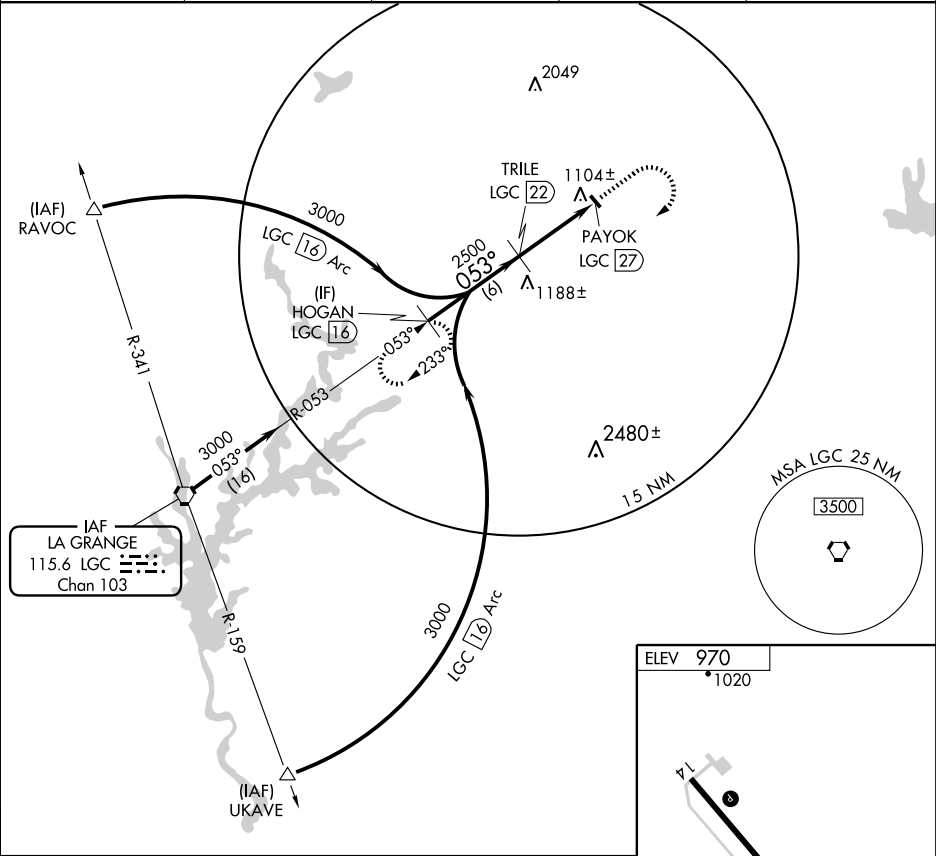
VOR/DME-A

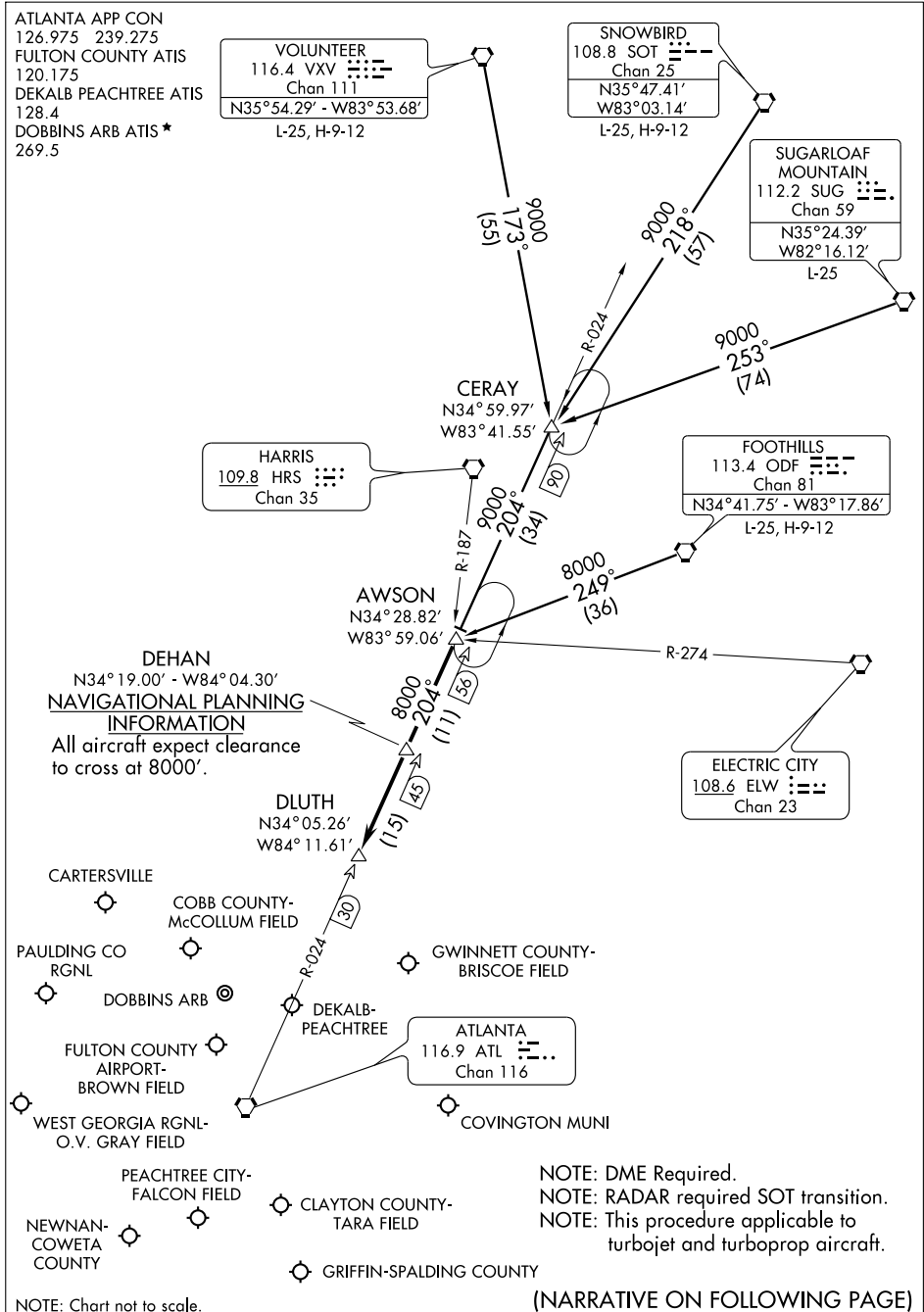
ATLANTA/ NEWNAN COWETA COUNTY (CCO)

VORTAC LGC	APP CRS	Rwy Idg	N/A
115.6	053°	TDZE	N/A
Chan 103		Apt Elev	970

<p><b>▼</b> If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.</p> <p><b>▲</b></p>	<p>MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 via LGC R-053 to HOGAN 16 DME and hold.</p>
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AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF) 0





## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . . From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

## ILS OR LOC RWY 31

ATLANTA/ PEACHTREE CITY-FALCON FIELD (F'F'C')

LOC/DME I-FFC <b>111.95</b> Chan <b>56</b> (Y)	APP CRS <b>310°</b>	Rwy Idg TDZE Apt Elev	<b>5019</b> <b>808</b> <b>808</b>
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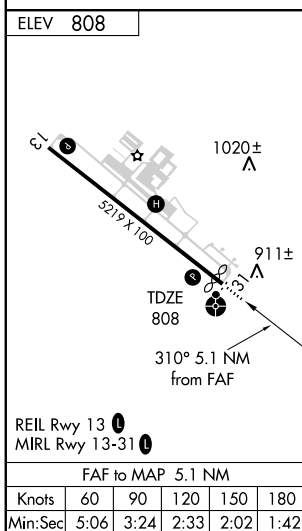
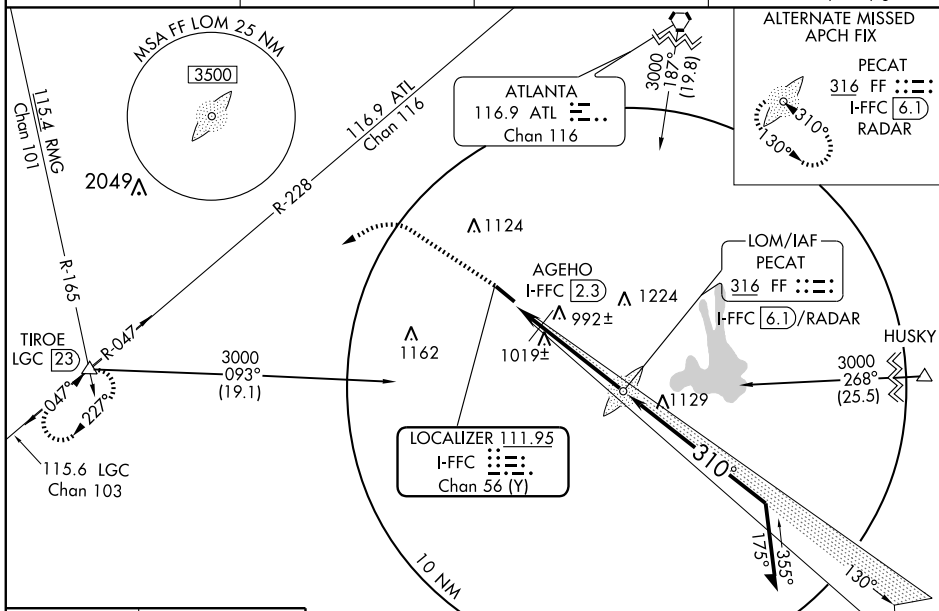
**NA** Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase ILS DA to 1126 and all MDA 60 feet; Increase S-ILS all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile; Increase AGEHO DME Minimums S-LOC Cats. C and D visibility ¼ mile and Circling Cat. D ¼ mile.

ODALS



**MISSED APPROACH:** Climb to 1700 then climbing left turn to 4000 via heading 275° and LGC VORTAC R-047 to TROE INT/LGC 23 DME and hold.

ASOS <b>118.525</b>	ATLANTA APP CON <b>119.8 343.6</b>	CLNC DEL <b>119.8</b>	UNICOM <b>123.05</b> (CTAF) <b>0</b>
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ELEV 808	1700 ↑ HDG 275° LGC R-047 115.6	TIROE △	LOM 2500 130° 2500 310° 2500 2500	VGSI and ILS glidepath not coincident.	Remain within 10 NM
AGEHO I-FFC [2.3]	AGEHO I-FFC [1]	1240*	1240*	1300 when using Newnan Coweta County altimeter setting.	GS 3.00° TCH 38
3	1.3	3.8 NM			
CATEGORY	A	B	C	D	
S-ILS 31	1079-1	271 (300-1)			
S-LOC 31	1240-1	432 (500-1)	1240-1¼ 432 (500-1¼)	1240-1½ 432 (500-1½)	
CIRCLING	1320-1	512 (600-1)	1320-1½ 512 (600-1½)	1440-2 632 (700-2)	
AGEHO FIX MINIMUMS					
S-LOC 31	1180-1	372 (400-1)		1180-1¼ 372 (400-1¼)	
CIRCLING	1320-1	512 (600-1)	1320-1½ 512 (600-1½)	1440-2 632 (700-2)	

NDB FF	APP CRS	Rwy Idg	<b>5019</b>
<b><u>316</u></b>	<b>310°</b>	TDZE	<b>808</b>
		Apt Elev	<b>808</b>

NDB RWY 31

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

**T**  
**A** NA Inoperative table does not apply to CAT C.



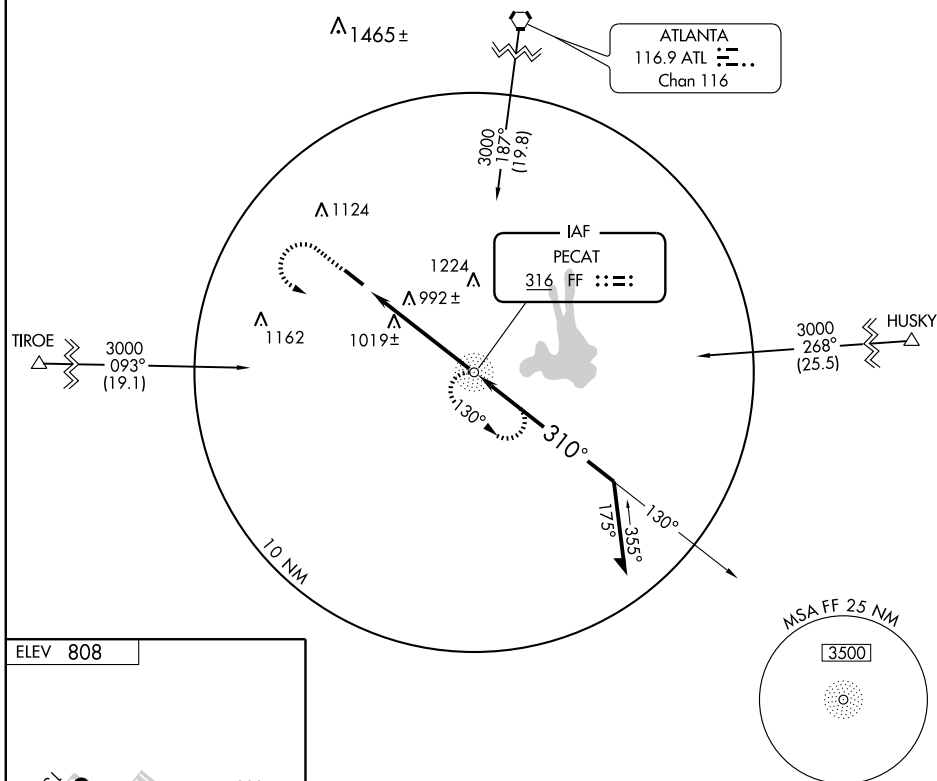
**MISSED APPROACH:** Climb to 1700 then climbing left turn to 2500 direct PECAT NDB and hold.

ASOS  
118,525

ATLANTA APP CON  
119.8 343.6

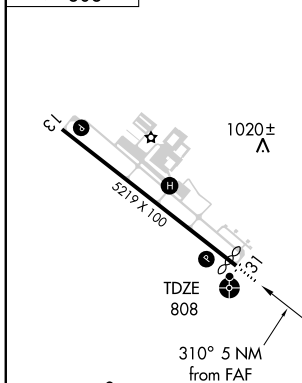
CLNC DEL  
**119.8**

UNICOM  
123.05 (CTAF) **L**



SE-4, 17 DEC 2009 to 14 JAN 2010

ELEV	808
------	-----



REIL Rwy 13 **L**  
MIRL Rwy 13-31 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

[illegible]

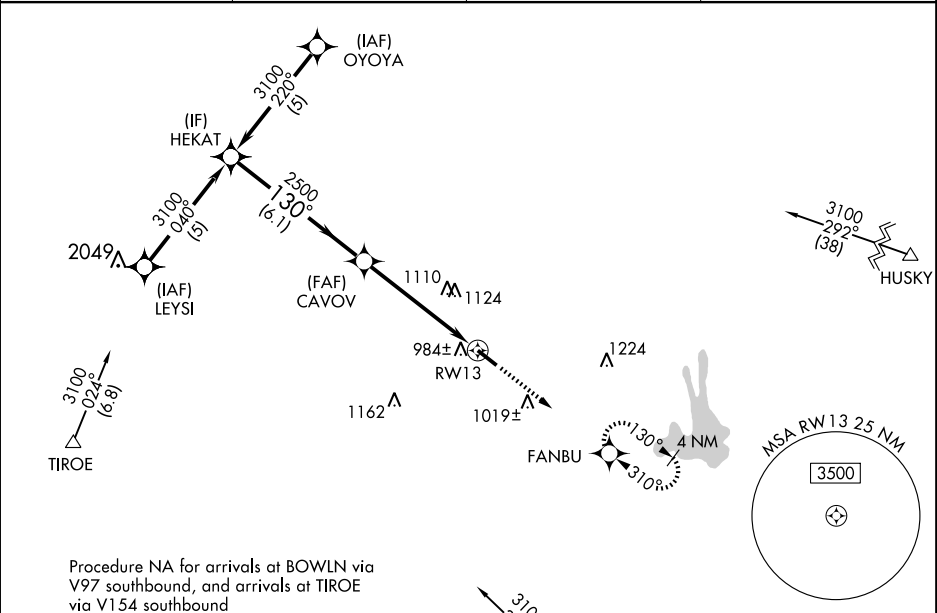
WAAS CH <b>61006</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg <b>5219</b> TDZE <b>797</b> Apt Elev <b>808</b>
--	------------------------	---

RNAV (GPS) RWY 13

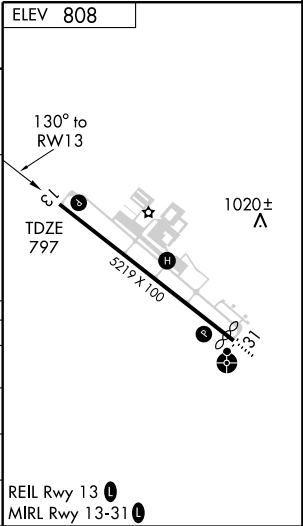
ATLANTA/ PEACHTREE CITY-FALCON FIELD (F'FC)

<p>▼ ▲</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV, VDP and LNAV/VNAV DA NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received; use Newnan Coweta County altimeter setting and increase LPV DA to 1094, all MDAs 60 feet and LNAV and circling visibility Cats C and D ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3100 direct FANBU and hold, continue climb-in-hold to 3100.</p>
--	--

ASOS <b>118.525</b>	ATLANTA APP CON <b>119.8 343.6</b>	CLNC DEL <b>119.8</b>	UNICOM <b>123.05 (CTAF) 1</b>
------------------------	---------------------------------------	--------------------------	----------------------------------



<div>Procedure Turn NA</div> <div>HEKAT</div> <div>CAVOV</div> <div>3100</div> <div>130°</div> <div>2500</div> <div>GS 3.00° TCH 40</div> <div>VGSI and RNAV glidepath not coincident.</div> <div>6.1 NM</div> <div>3.5 NM</div> <div>1.7 NM</div> <div>1.7 NM to RW13</div> <div>RW13</div> <div>2500</div> <div>3100</div> <div>FANBU</div> <div>↑</div> <div>✱</div> <div>*LNAV Only</div>				
CATEGORY	A	B	C	D
LPV DA	1047-1 250 (300-1)			
LNAV/VNAV DA	1254-1¾ 457 (500-1¾)			
LNAV MDA	1360-1 563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)	1580-2½ 772 (800-2½)
CIRCLING	1360-1 552 (600-1)	1360-1½ 552 (600-1½)	1580-2½ 772 (800-2½)	

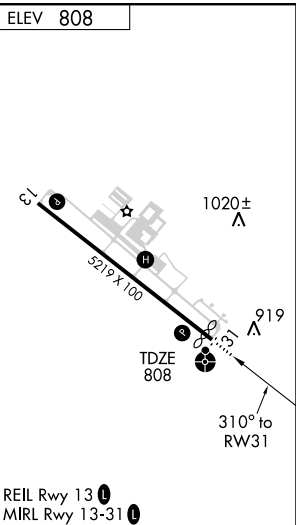
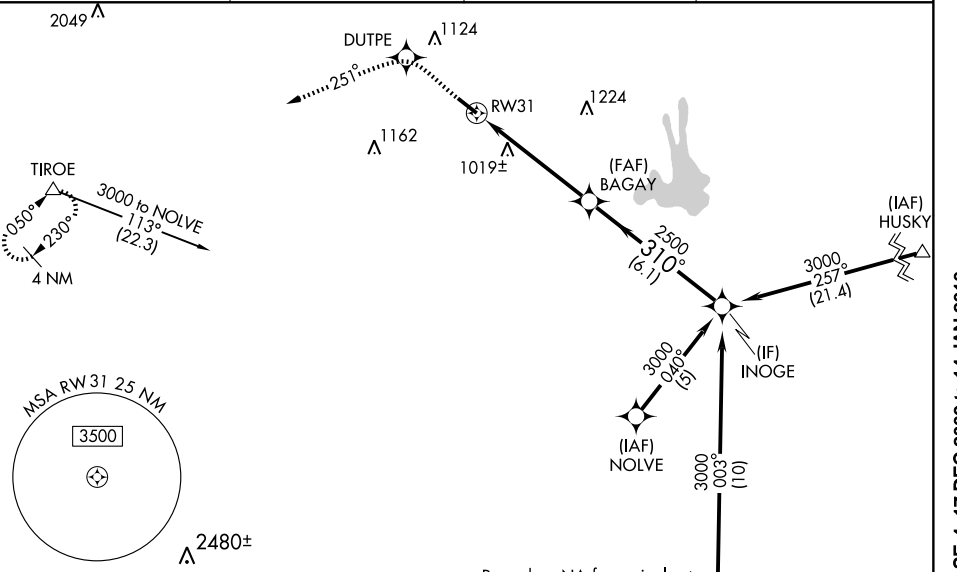


**⚠** Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase LPV DA to 1176, LNAV/VNAV DA to 1228 and all MDA 60 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile and Circling Cat. D visibility ¼ mile.

ODALS

MISSED APPROACH:  
Climb to 4000 direct  
DUTPE and via 251°  
track to TIROE and  
hold.

ASOS 118.525	ATLANTA APP CON 119.8 343.6	CLNC DEL 119.8	UNICOM 123.05 (CTAF) <b>0</b>
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	4000 $\uparrow$	DUTPE $\star$	251° TRK	TIROE $\Delta$	
					Procedure Turn NA
					INOGE
					3000
					GS 3.00° TCH 45
					BAGAY
					2500
					RW31
					5.1 NM
					6.1 NM
CATEGORY	A	B	C	D	
LPV DA	1129-1¼ 321 (400-1¼)				
LNAV/VNAV DA	1181-1¼ 373 (400-1¼)				
LNAV MDA	1280-1	472 (500-1)	1280-1¼ 472 (500-1¼)	1280-1½ 472 (500-1½)	
CIRCLING	1320-1	512 (600-1)	1320-1½ 512 (600-1½)	1440-2 632 (700-2)	

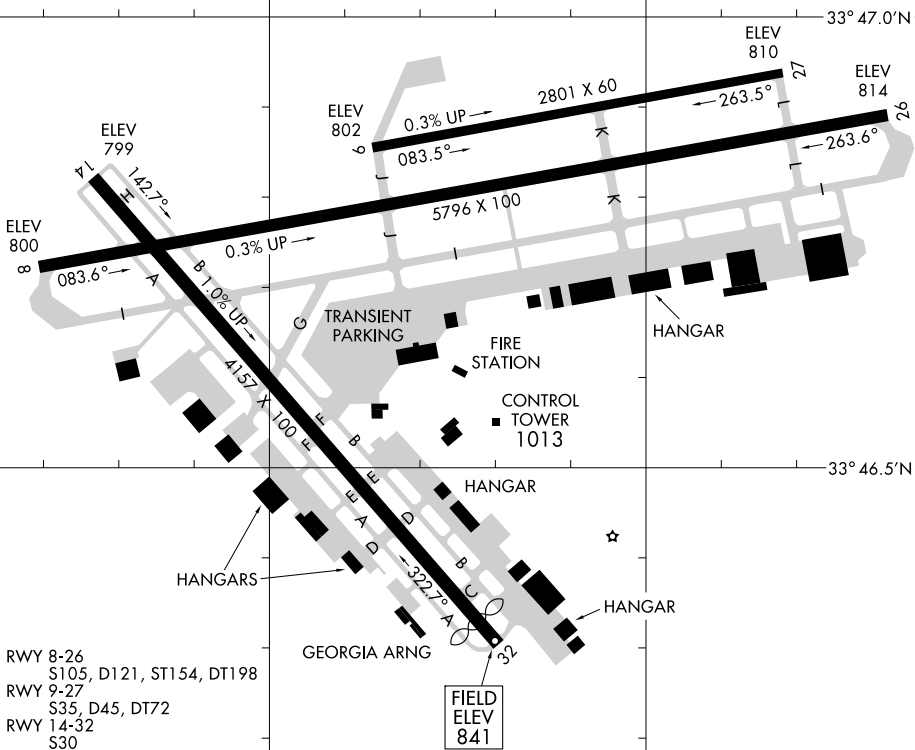
SE-4, 17 DEC 2009 to 14 JAN 2010

# AIRPORT DIAGRAM

ATLANTA/FULTON COUNTY AIRPORT-BROWN FIELD (FTY)  
AL-745 (FAA)  
ATLANTA, GEORGIA

ATIS  
120.175  
COUNTY TOWER  
118.45 257.8  
GND CON  
121.7 348.6

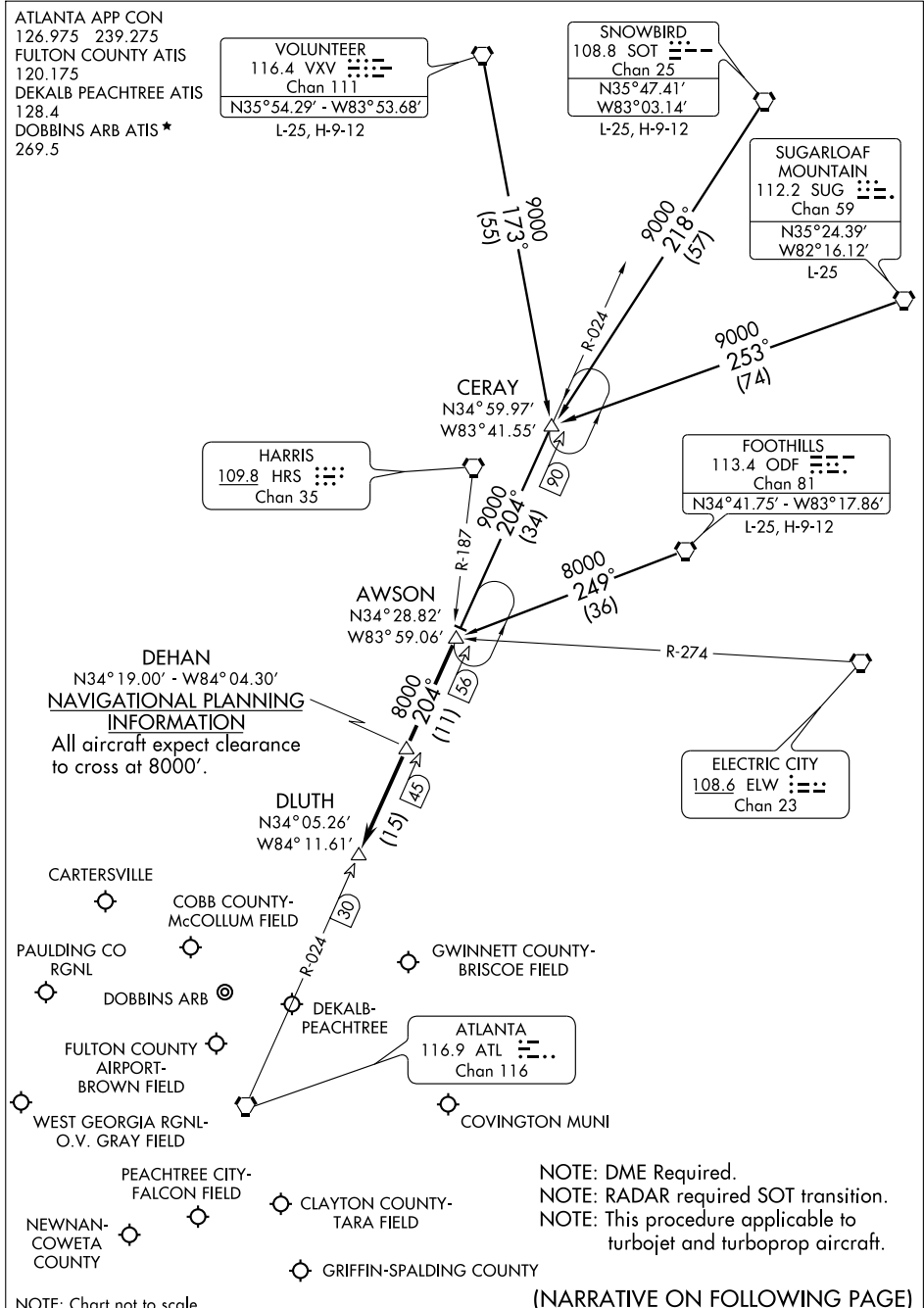
VAR 3.9° AN  
JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 17 DEC 2009 to 14 JAN 2010





## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

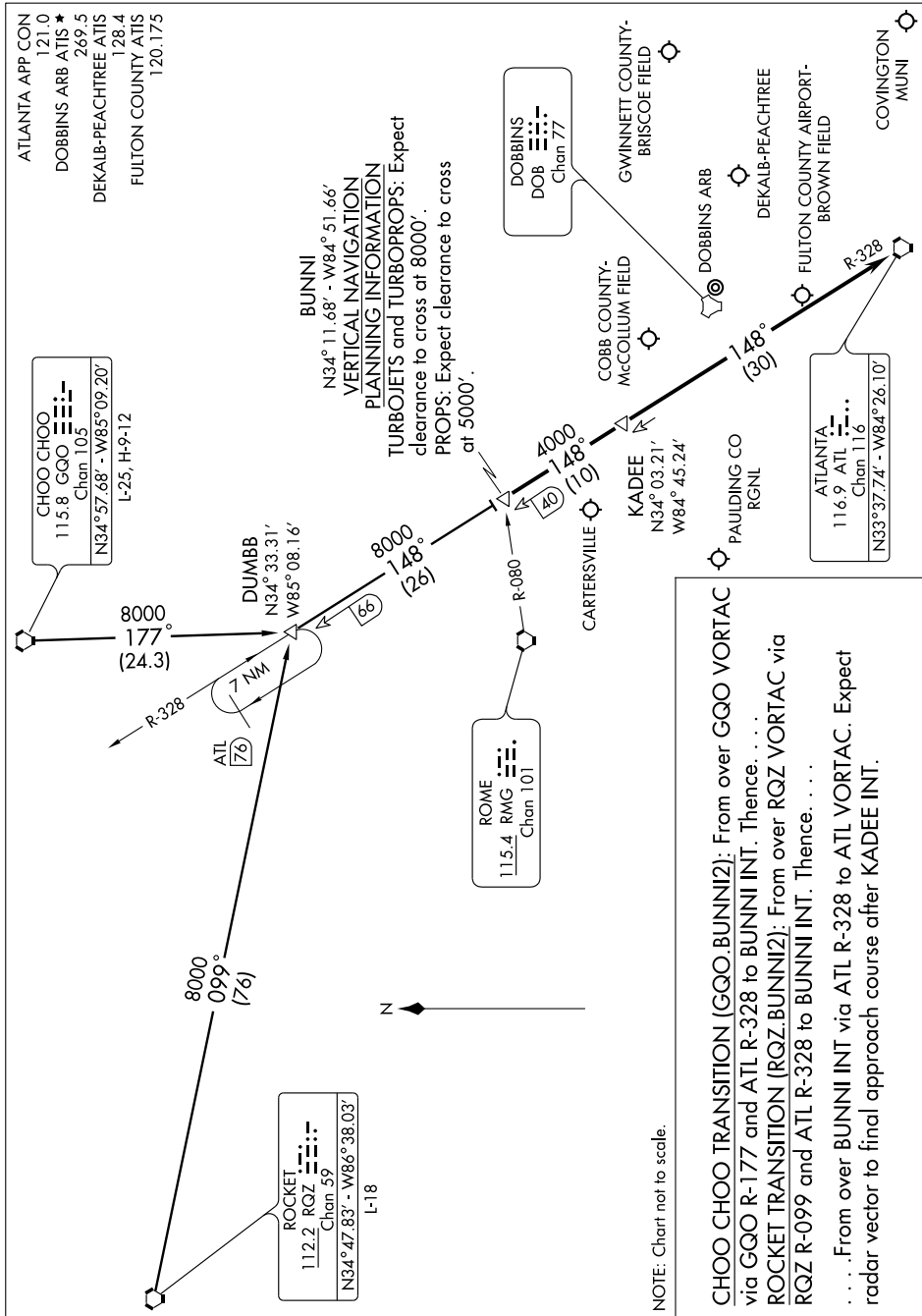
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.



LOC I-FTY	APP CRS	Rwy Idg	5796
109.1	082°	TDZE	808
		Apt Elev	841

For inoperative MALSR, increase S-LOC 8 Cat A visibility to 1 mile.

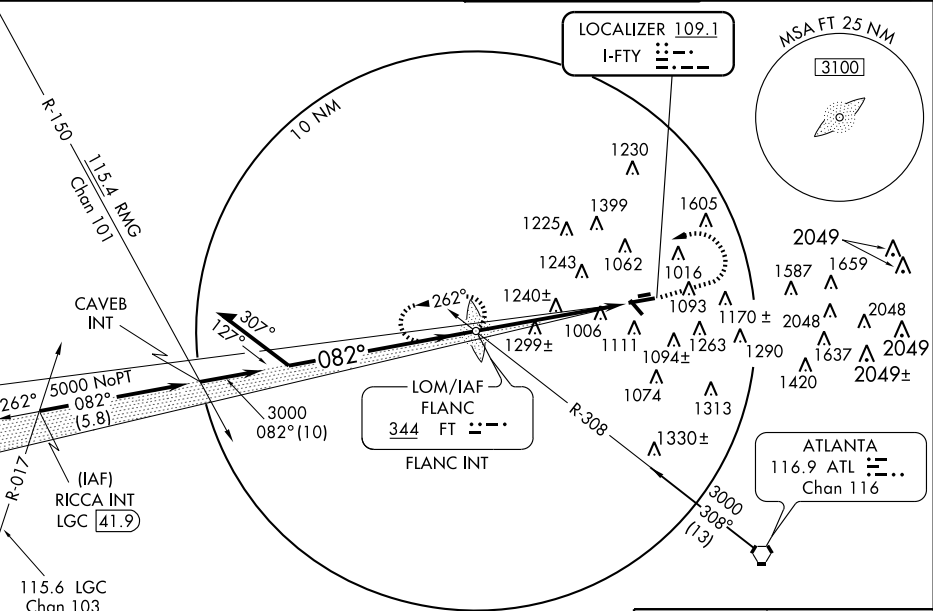
**ADF REQUIRED**

**NOTE:** Ridge with trees, to 1299 feet MSL between outer marker and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

**MALSR**

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 3000 direct FLANC LOM/Int and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6



**ELEV 841**

**FLANC LOM/INT**  
2655

**3000**  
082°

**GS 3.00°**  
TCH 63

**262°**

**2655**

**5.5 NM**

**1800**  
3000  
FT

**344**

**HIRL Rwy 8-26**  
**MIRL Rwy 14-32**  
**REIL Rws 14 and 26**

**FAF to MAP 5.5 NM**

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

**846±**  
**1013**  
**969**  
**983±**

**0.3% UP**  
**0.3% UP**  
**0.3% UP**

**2801 X 60**  
**5796 X 100**  
**4157 X 100**

**082° 5.5 NM from FAF**

**TDZE 808**

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

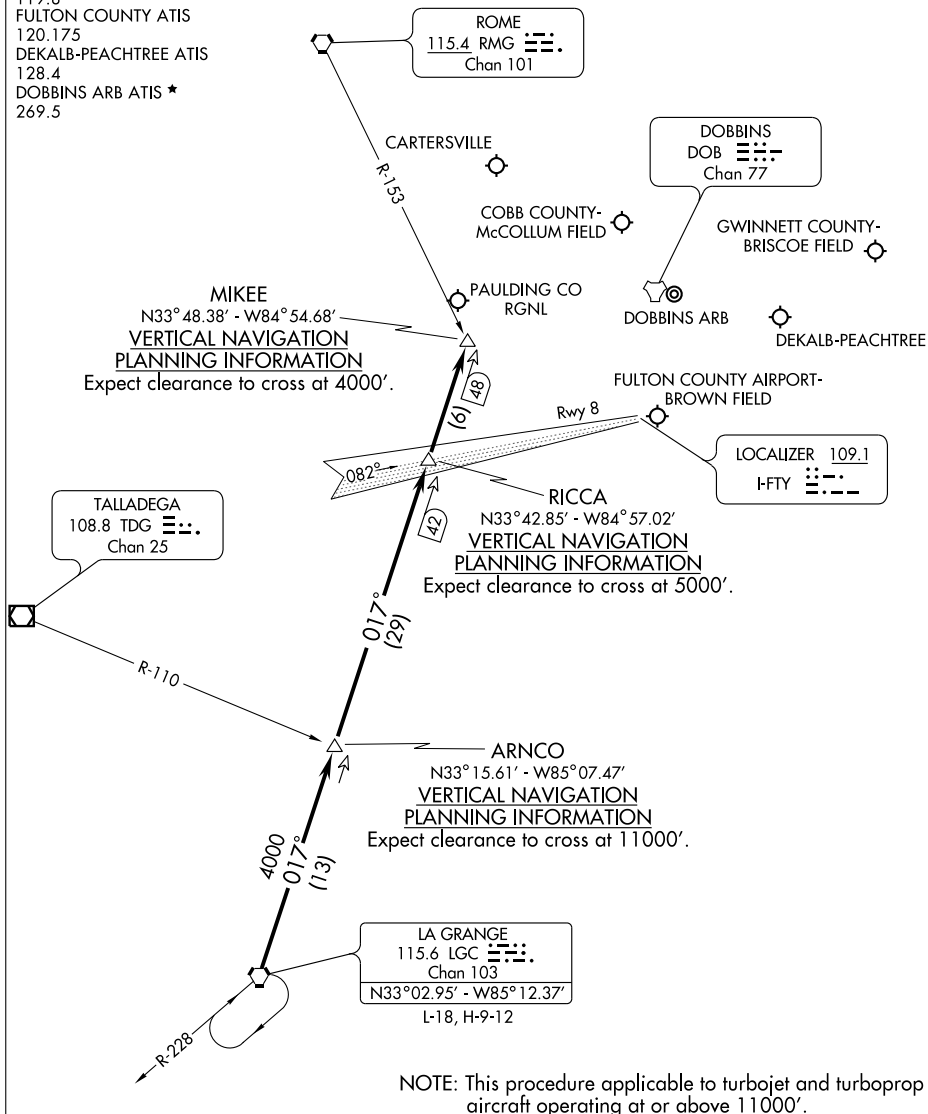
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.



AL-745 (FAA)

APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev	<b>5796</b> <b>814</b> <b>841</b>
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RNAV (GPS) RWY 26

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)



If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

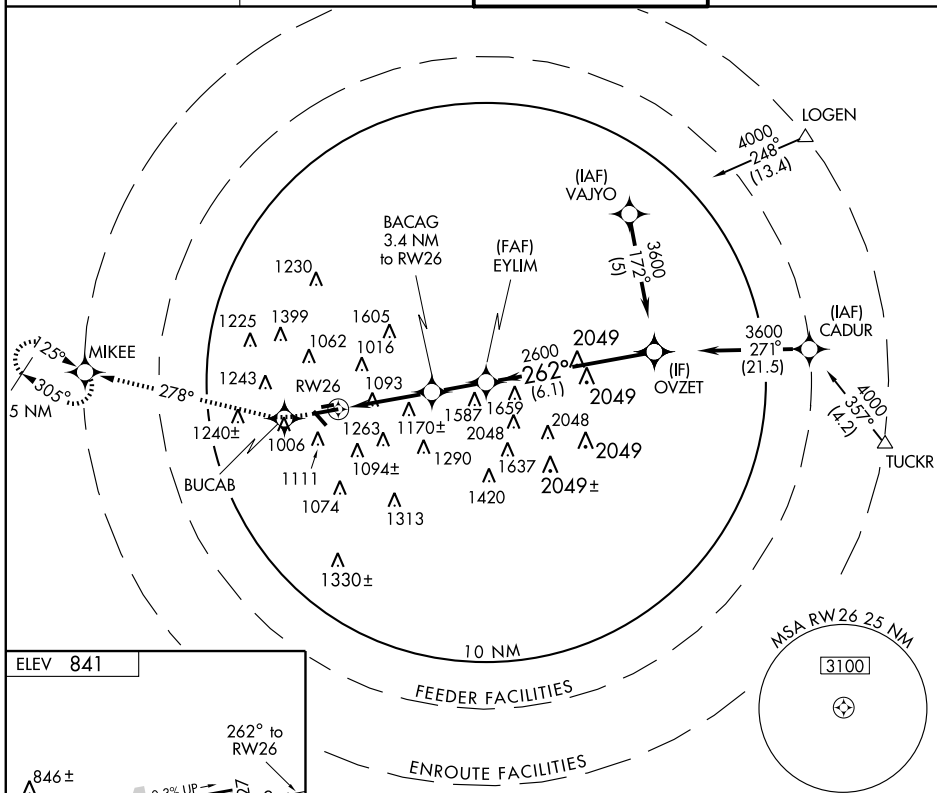
**MISSED APPROACH:** Climb to 4000 direct BUCAB and via 278° track to MIKEE and hold.

ATIS  
**120.175**

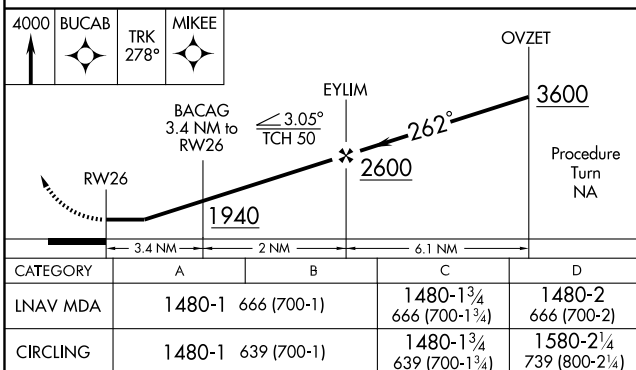
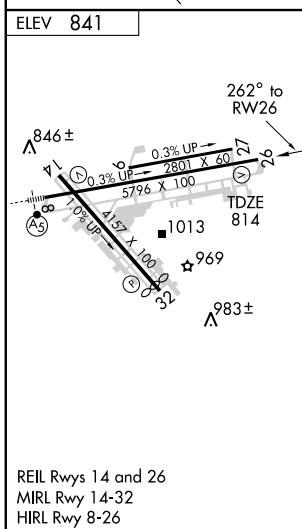
ATLANTA APP CON  
121.0 268.7

COUNTY TOWER  
118.45 257.8

GND CON  
121.7 348.6



SE-4, 17 DEC 2009 to 14 JAN 2010



⚠

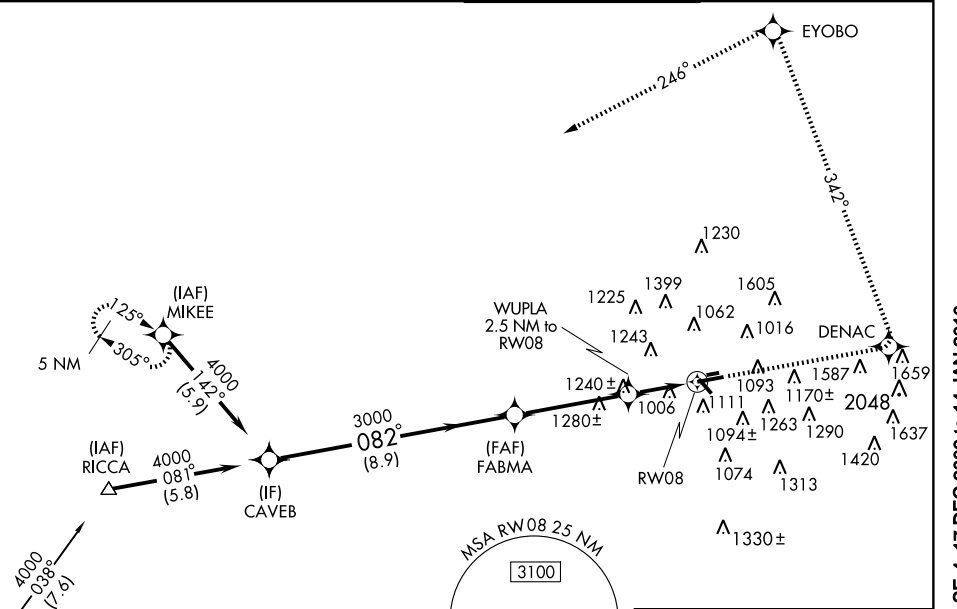
⚠

For inoperative MALS, increase LPV all Cats visibility to 1/2 . If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LNAV Cats A and B. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 4000 direct DENAC and left turn via 342° track to EYOBO and left turn via 246° track to MIKEE and hold.

ATIS 120.175	ATLANTA APP CON 121.0 268.7	COUNTY TOWER 118.45 257.8	GND CON 121.7 348.6
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ELEV 841				
Procedure Turn NA	CAVEB	FABMA	WUPLA 2.5 NM to RWY 08	RWY 08
CATEGORY	A	B	C	D
LPV DA	1235-1		427 (400-1)	
LNAV MDA	1500-1	692 (700-1)	1500-1½ 692 (700-1½)	1500-1¾ 692 (700-1¾)
CIRCLING	1500-1	659 (700-1)	1500-2 659 (700-2)	1580-2¼ 739 (800-2¼)

HIRL Rwy 8-26

MIRL Rwy 14-32

REIL Rws 14 and 26

SE-4, 17 DEC 2009 to 14 JAN 2010



APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>5796</b> <b>808</b> <b>841</b>
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RNAV (RNP) Z RWY 8

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

GPS required. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 45°C (114°F).

For inoperative MALSR, increase RNP 0.30 visibility to 2¼.  
Procedure NA for wingspans greater than 136 feet.

MALSR



**MISSED APPROACH:**

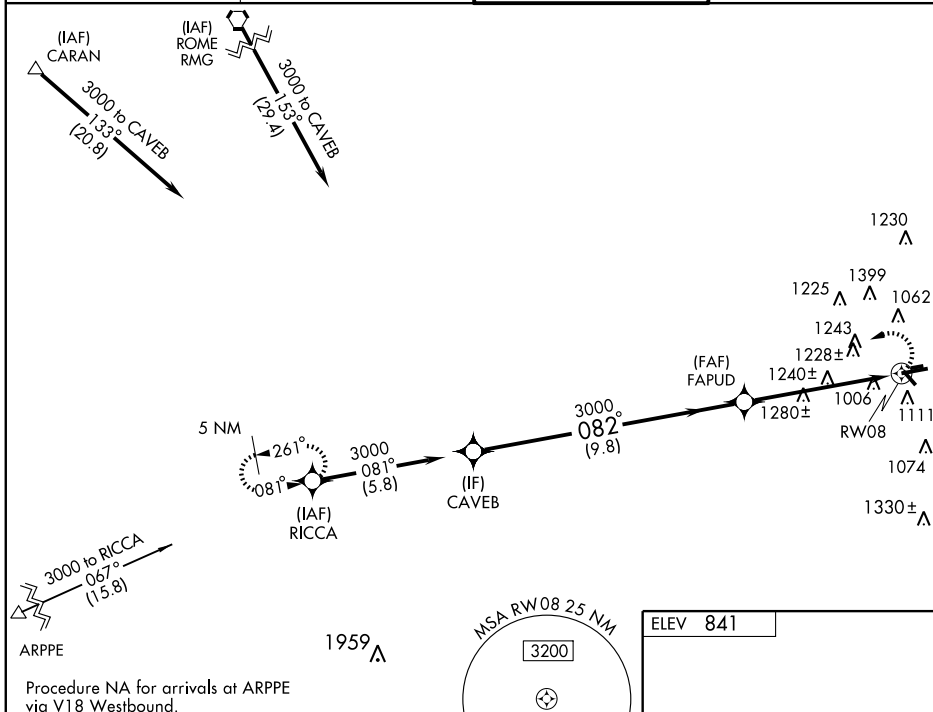
Climbing left turn to 3000  
direct RICCA and hold.

ATIS  
120.175

ATLANTA APP CON  
121.0 268.7

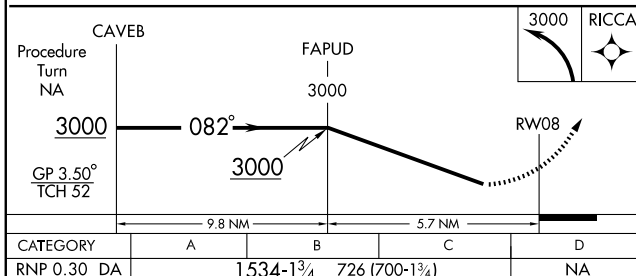
COUNTY TOWER  
118.45 257.8

GND CON	
121.7	348.6

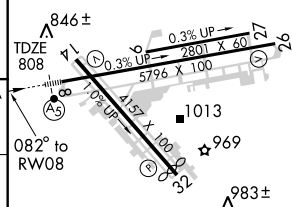


ARPPE

Procedure NA for arrivals at ARPPE  
via V18 Westbound.

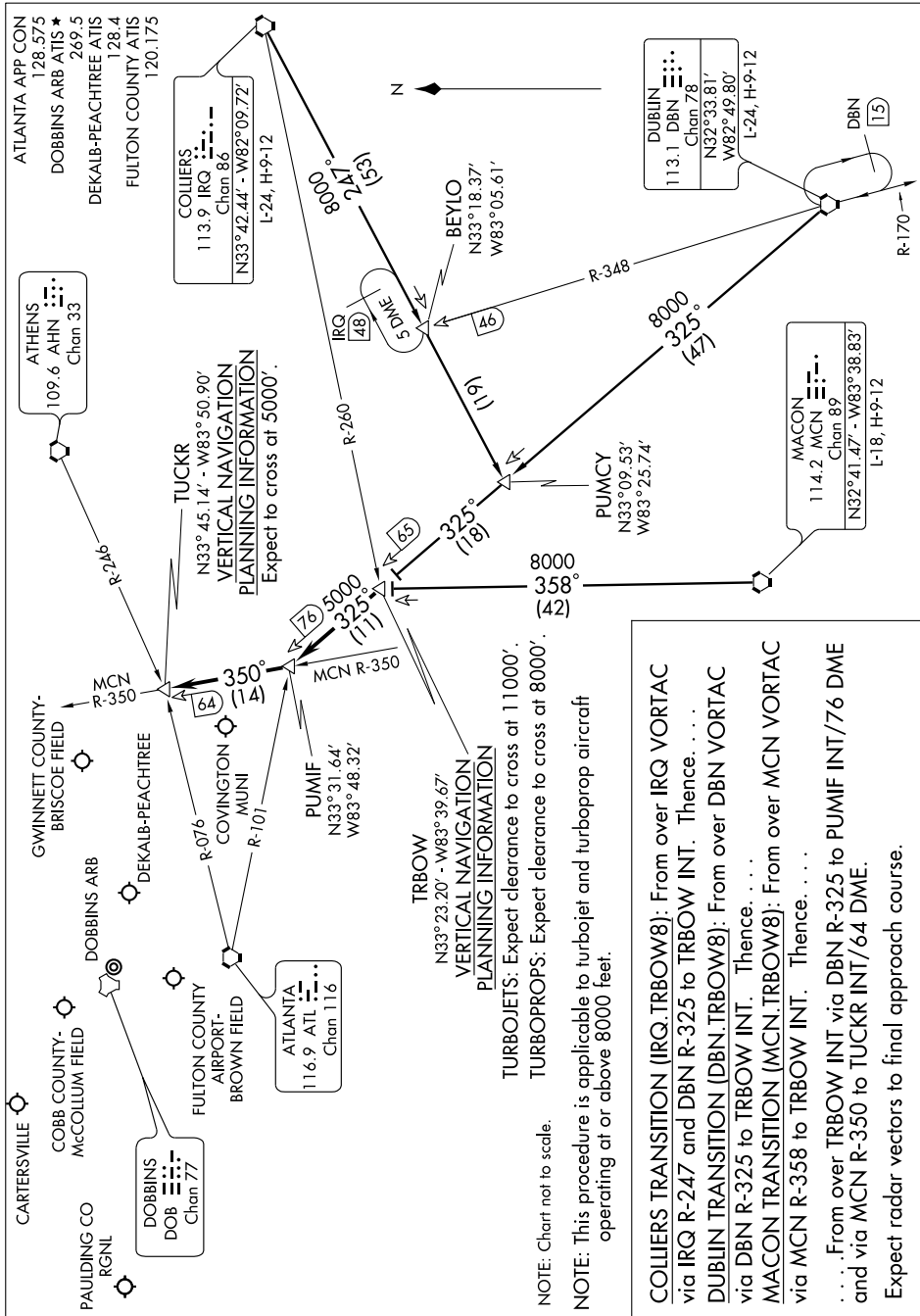


ELEV 841




**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

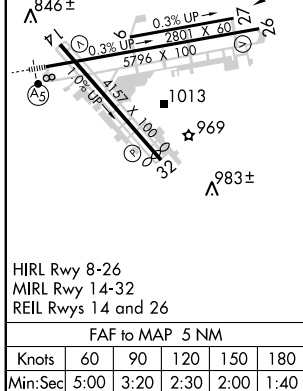
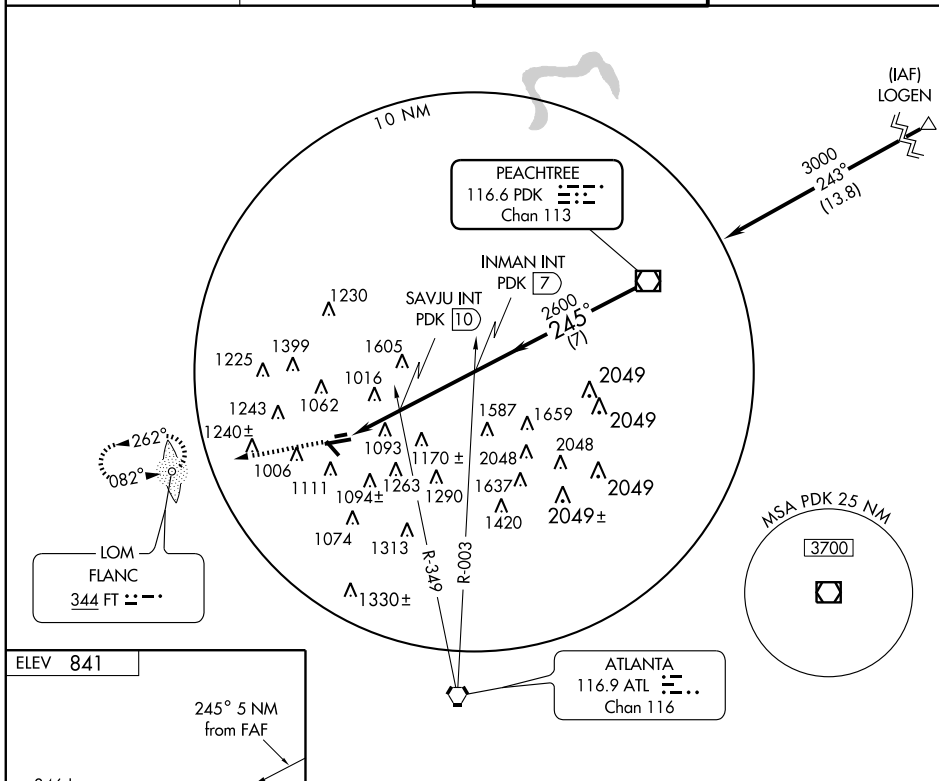
HIRL Rwy 8-26  
MIRL Rwy 14-32  
REIL Rwy 14 and 26



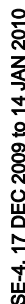
VOR/DME PDK <b>116.6</b> Chan <b>113</b>	APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>841</b>
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ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)


 <b>ADF or RADAR REQUIRED</b>		<b>MISSED APPROACH:</b> Climb to 3000 direct FLANC LOM and hold.	
<b>ATIS</b> <b>120.175</b>	<b>ATLANTA APP CON</b> <b>121.0 268.7</b>	<b>COUNTY TOWER</b> <b>118.45 257.8</b>	<b>GND CON</b> <b>121.7 348.6</b>





<b>ELEV 841</b>		<b>ATLANTA</b> 116.9 ATL Chan 116	
<b>3000</b>		<b>3000</b>	
<b>FT</b> 344		<b>VOR/DME</b> 3000	
<b>INMAN INT</b> PDK [7]		<b>Procedure</b> Turn NA	
<b>SAVJU INT</b> PDK [10]		<b>2600</b>	
<b>PDK [12]</b>		<b>1880</b>	
<b>2 NM</b>		<b>3 NM</b>	
<b>7 NM</b>		<b>3000</b>	
<b>CATEGORY</b>		<b>A</b>	
<b>CIRCLING</b>		<b>1880-1¼</b> 1039 (1100-1¼)	
<b>CIRCLING</b>		<b>1880-1½</b> 1039 (1100-1½)	
<b>CIRCLING</b>		<b>1880-3</b> 1039 (1100-3)	
<b>CIRCLING</b>		<b>1880-3</b> 1039 (1100-3)	
<b>SAVJU FIX MINIMUMS</b>		<b>1520-2</b> 679 (700-2)	
<b>CIRCLING</b>		<b>1580-2¼</b> 739 (800-2¼)	



ATLANTA APP CON  
126.975 239.275  
FULTON COUNTY ATIS  
120.175  
DEKALB PEACHTREE ATIS  
128.4  
DOBBINS ARB ATIS ★  
269.5


VOLUNTEER  
116.4 VXX   
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT   
Chan 25  
N35°47.41'  
W83°03.14'  
L-25, H-9-12

SUGARLOAF  
MOUNTAIN  
112.2 SUG   
Chan 59  
N35°24.39'  
W82°16.12'  
I-25

CERAY  
N34°59.97'  
W83°41.55'

HARRIS  
109.8 HRS   
Chan 35

FOOTHILLS  
113.4 ODF   
Chan 81  
N34°41.75' - W83°17.86'  
L-25, H-9-12

AWSON  
N34° 28.82'  
W83° 59.06'

DEHAN  
N34° 19.00' - W84° 04.30'  
NAVIGATIONAL PLANNING  
INFORMATION

All aircraft expect clearance  
to cross at 8000'.

DLUTH  
N34°05.26'  
W84°11.61'

CARTERSVILLE

COBB COUNTY-  
McCOLLUM FIELD

PAULDING CO  
RGNL

DOBBINS ARB ©

FULTON COUNTY   
AIRPORT-  
BROWN FIELD


WEST GEORGIA RGNL-  
O.V. GRAY FIELD

PEACHTREE CITY-  
FALCON FIELD

NEWMAN-  
COWETA  
COUNTY

CLAYTON COUNTY-  
TARA FIELD

 GRIFFIN-SPALDING COUNTY

ATLANTA  
116.9 ATL   
Chan 116

COVINGTON MUNI

NOTE: DME Required.

NOTE: RADAR required SOT transition.

NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-4. 17 DEC 2009 to 14 JAN 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

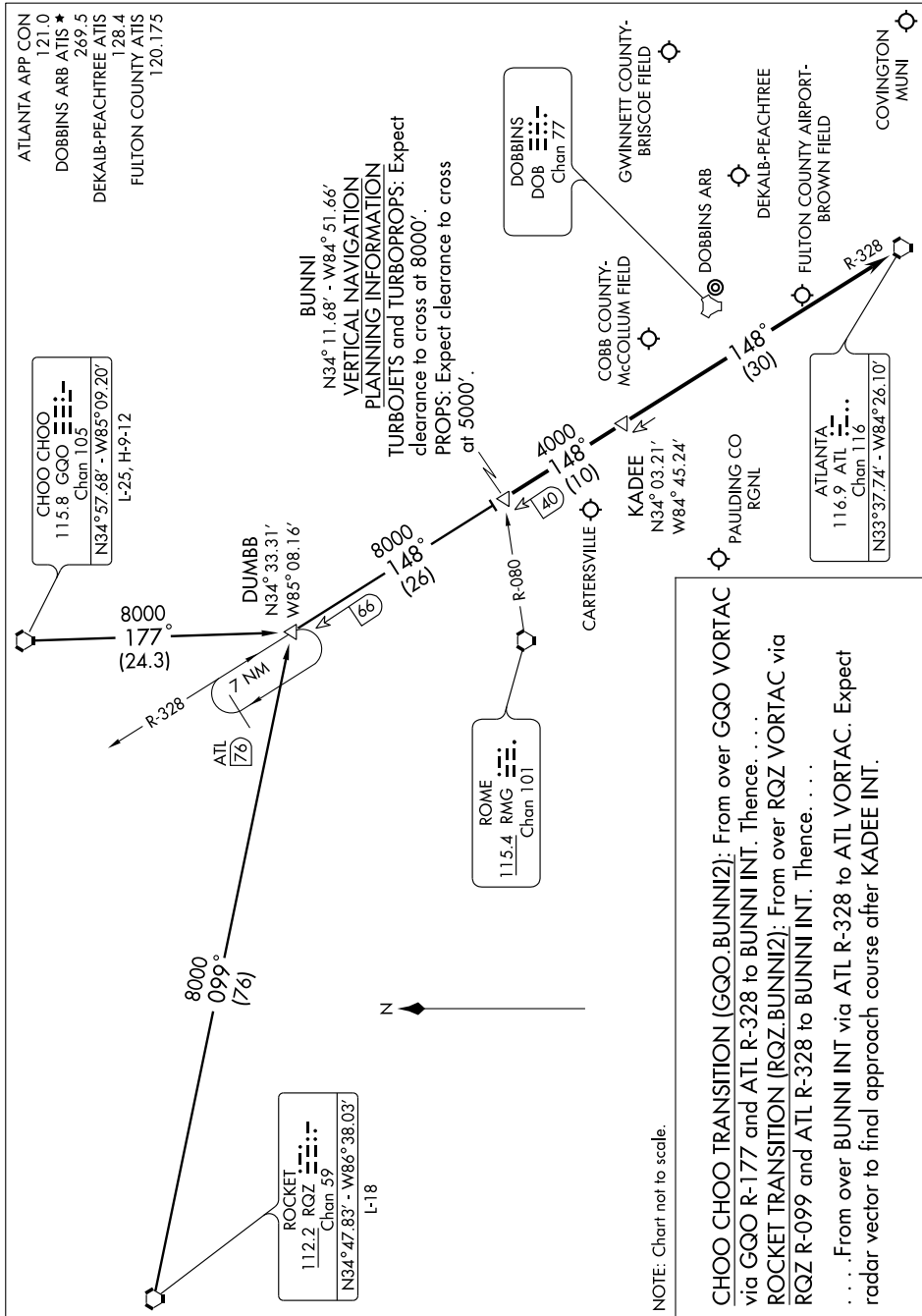
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . . From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.



## ILS or LOC RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

LOC I-PDK	APP CRS	Rwy Idg	5001
111.1	203°	TDZE	991
		Apt Elev	1002

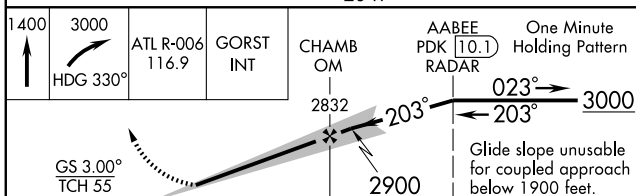
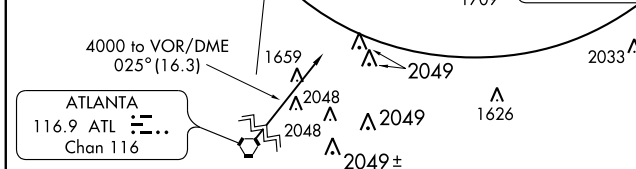
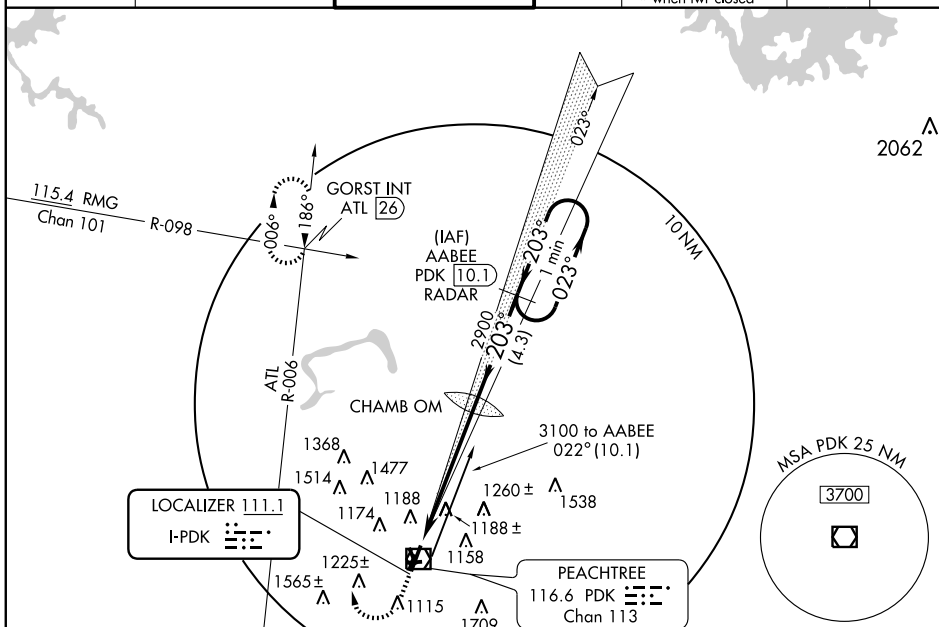
Numerous towers to heights of 2000+ MSL in sector south of airport. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 40 feet.  
Inoperative table does not apply to Localizer Cat C.  
DME or RADAR REQUIRED.

MALSF

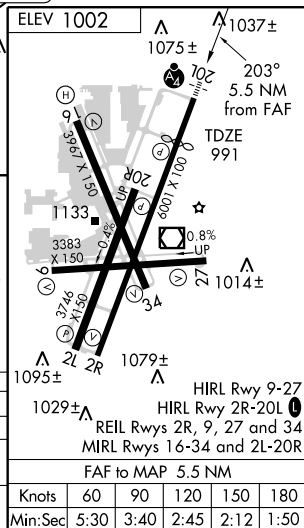


MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 330° and ATL R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER ★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* * when twr closed	122.95	120.0



CATEGORY	A	B	C	D
S-ILS 20L		1241-3/4	250 (300-3/4)	
S-LOC 20L	1580-3/4	589 (600-3/4)	1580-1 1/2 589 (600-1 1/2)	1580-1 3/4 589 (600-1 3/4)
CIRCLING	1580-1	578 (600-1)	1580-1 1/2 578 (600-1 1/2)	1580-2 578 (600-2)





ATLANTA APP CON

119.8

FULTON COUNTY ATIS

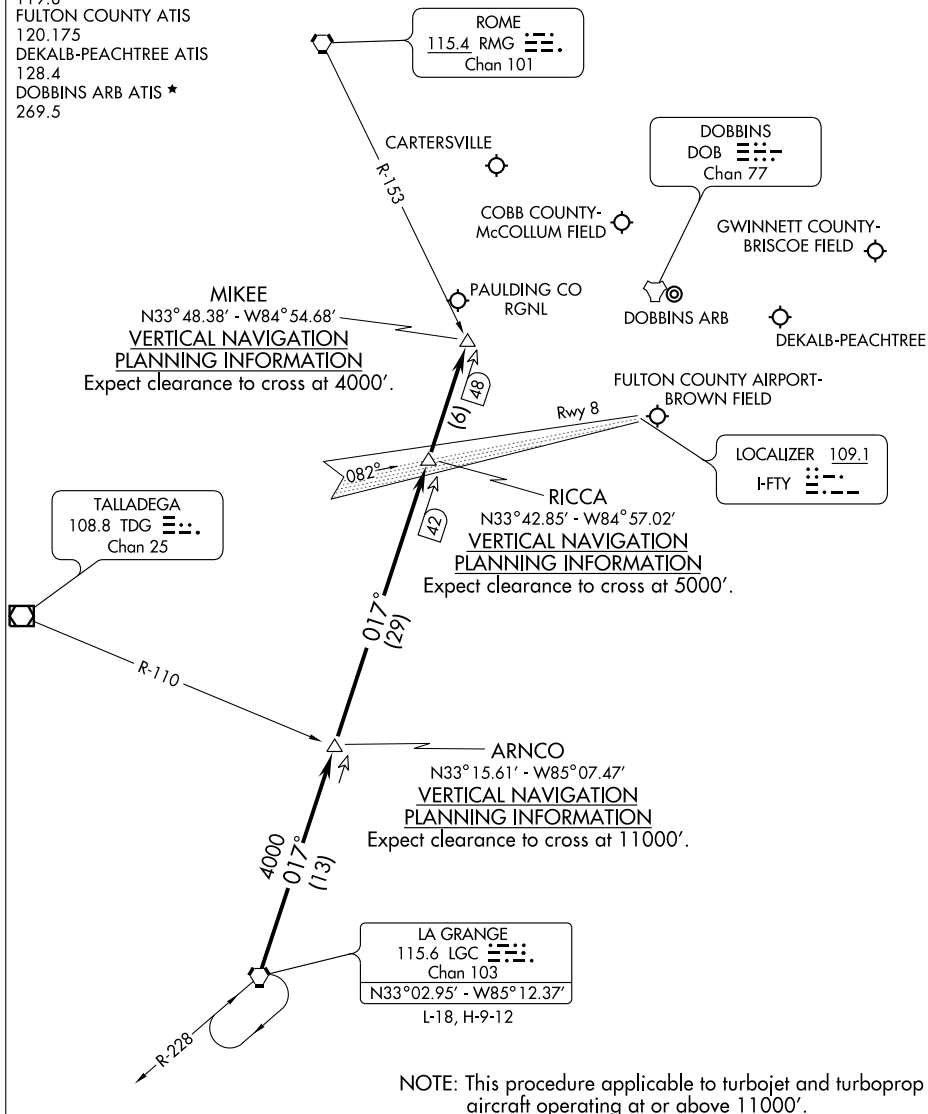
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

APP CRS	Rwy Idg	3383
268°	TDZE	1003
	Apt Elev	1003

RNAV (GPS) RWY 27

ATLANTA/ DEKALB-PEACHTREE (PDK)

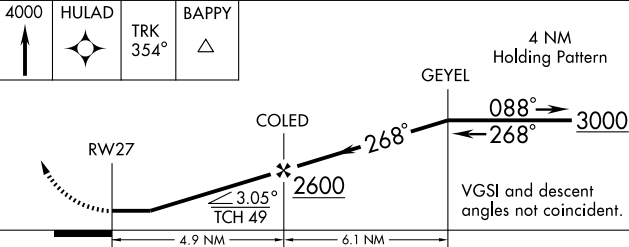
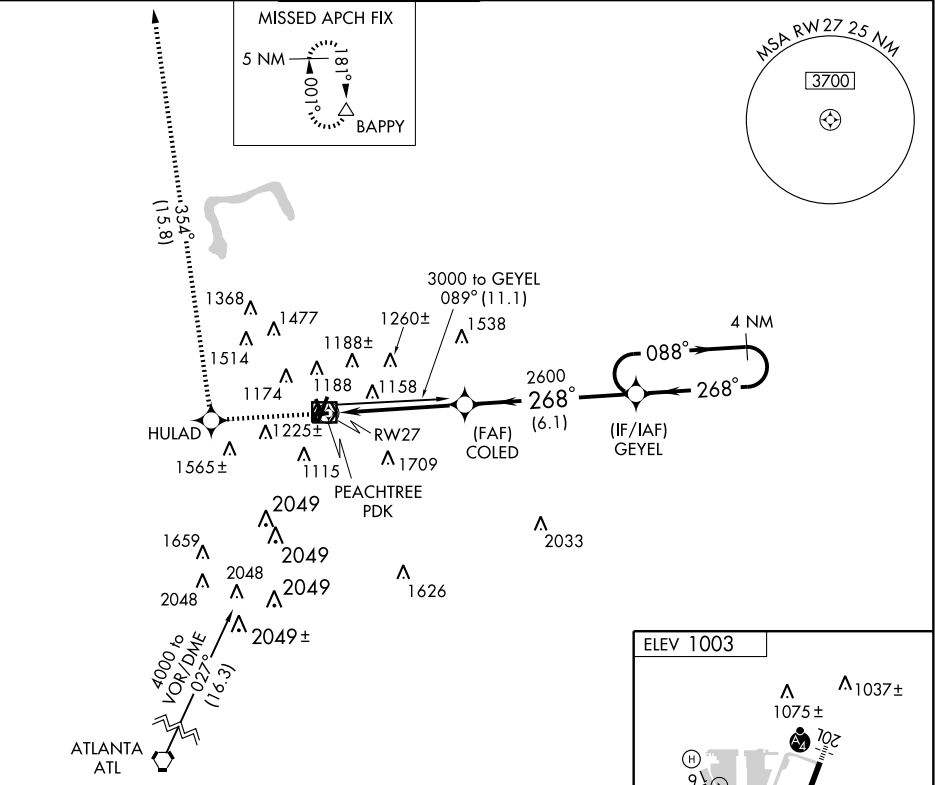
▼

▲

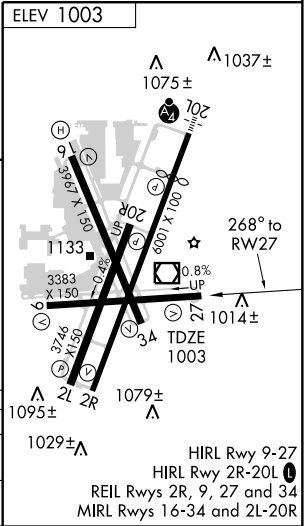
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet.  
Straight-in minimums NA at night. Circling to Rwys 2L, 9, 16, 20R, 27, 34 NA at night.

MISSED APPROACH: Climb to 4000 direct HULAD and via 354° track to BAPPY and hold.

ATIS 128.4	ATLANTA APP CON 126.975 239.275	PEACHTREE TOWER★ 120.9 (CTAF) 281.5	GND CON 121.6	CLNC DEL 125.2 120.9* *when twr closed	UNICOM 122.95	120.0 0
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CATEGORY	A	B	C	D
LNAV MDA	1420-1 417 (500-1)	1420-1¼ 417 (500-1¼)	1500-1½ 497 (500-1½)	1580-2 577 (600-2)
CIRCLING	1500-1 497 (500-1)			




APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>991</b> <b>1003</b>
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## RNAV (GPS) Y RWY 20L

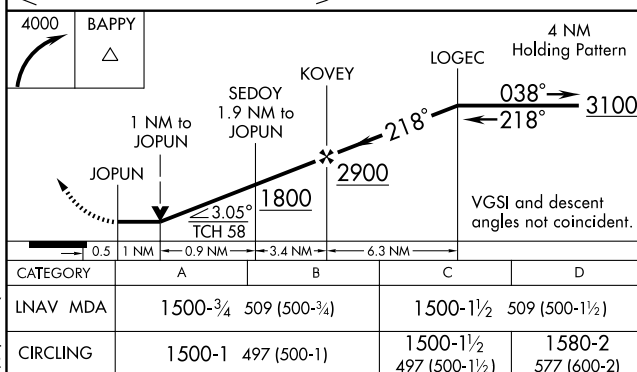
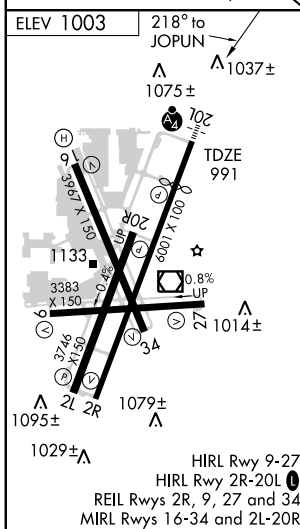
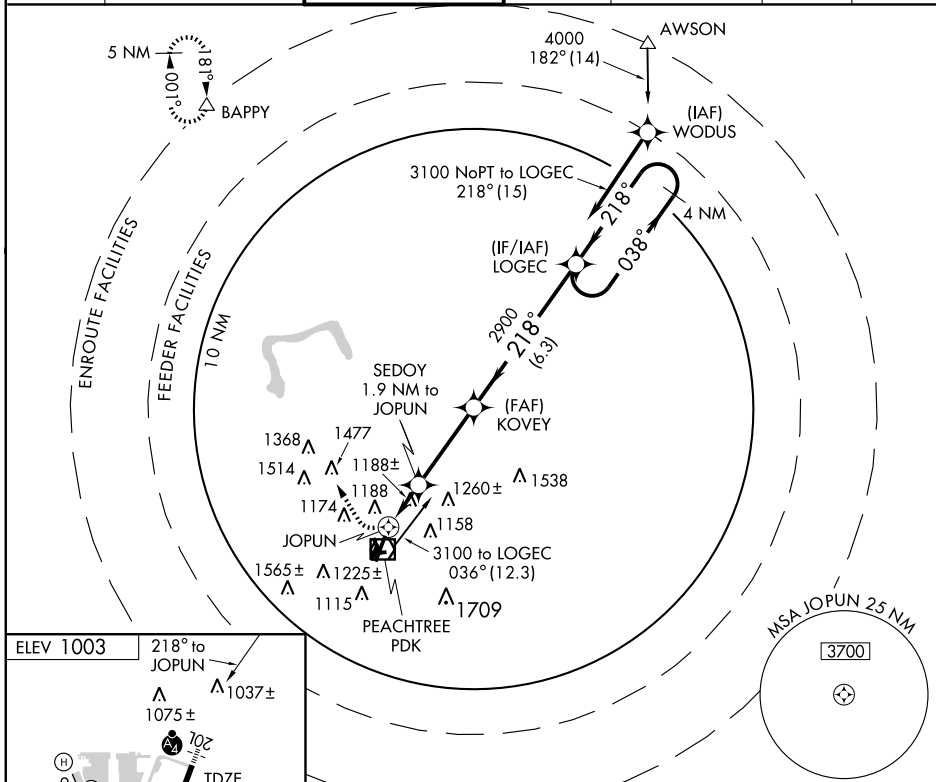
ATLANTA/ DEKALB-PEACHTREE (PDK)

**▼** DME/DME RNP-0.3 NA. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Fulton County-Brown Field altimeter setting. Circling to Rwy's 2L, 9, 16, 20R, 27, 34 NA at night.

**▲** Inoperative table does not apply to Cat C.

<p>MALSF</p> 	<p>MISSED APPROACH: Climbing right turn to 4000 direct BAPPY and hold.</p>
--	--

ATIS 128.4	ATLANTA APP CON 126.975 239.275	PEACHTREE TOWER★ 120.9 (CTAF) 281.5	GND CON 121.6	CLNC DEL 125.2 120.9* *when twr closed	UNICOM 122.95	120.0 0
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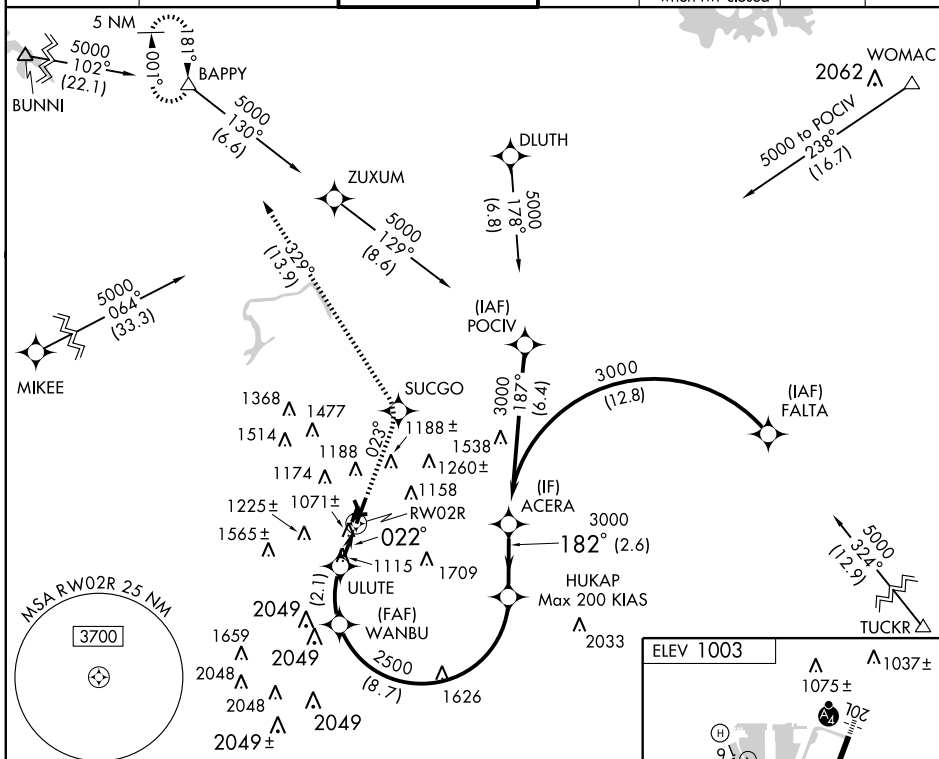


APP CRS	Rwy Idg	<b>6001</b>
<b>022°</b>	TDZE	<b>996</b>
	Apt Elev	<b>1003</b>

# RNAV (RNP) RWY 2R

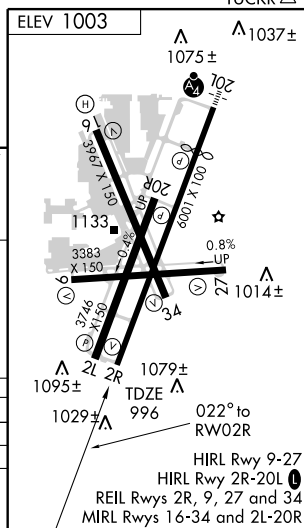
## ATLANTA/DEKALB-PEACHTREE (PDK)

<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Procedure NA for wingspans greater than 136 ft. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -8° C (18° F) or above 36° C (98° F).</div></div>				MISSED APPROACH: Climb to 4000 direct SUCGO and via 329° track to BAPPY and hold.			
ATIS 128.4	ATLANTA APP CON 126.975 239.275	PEACHTREE TOWER ★ 120.9(CTAF) 281.5	GND CON 121.6	CLNC DEL 125.2 120.9* * when twr closed	UNICOM 122.95	120.0	

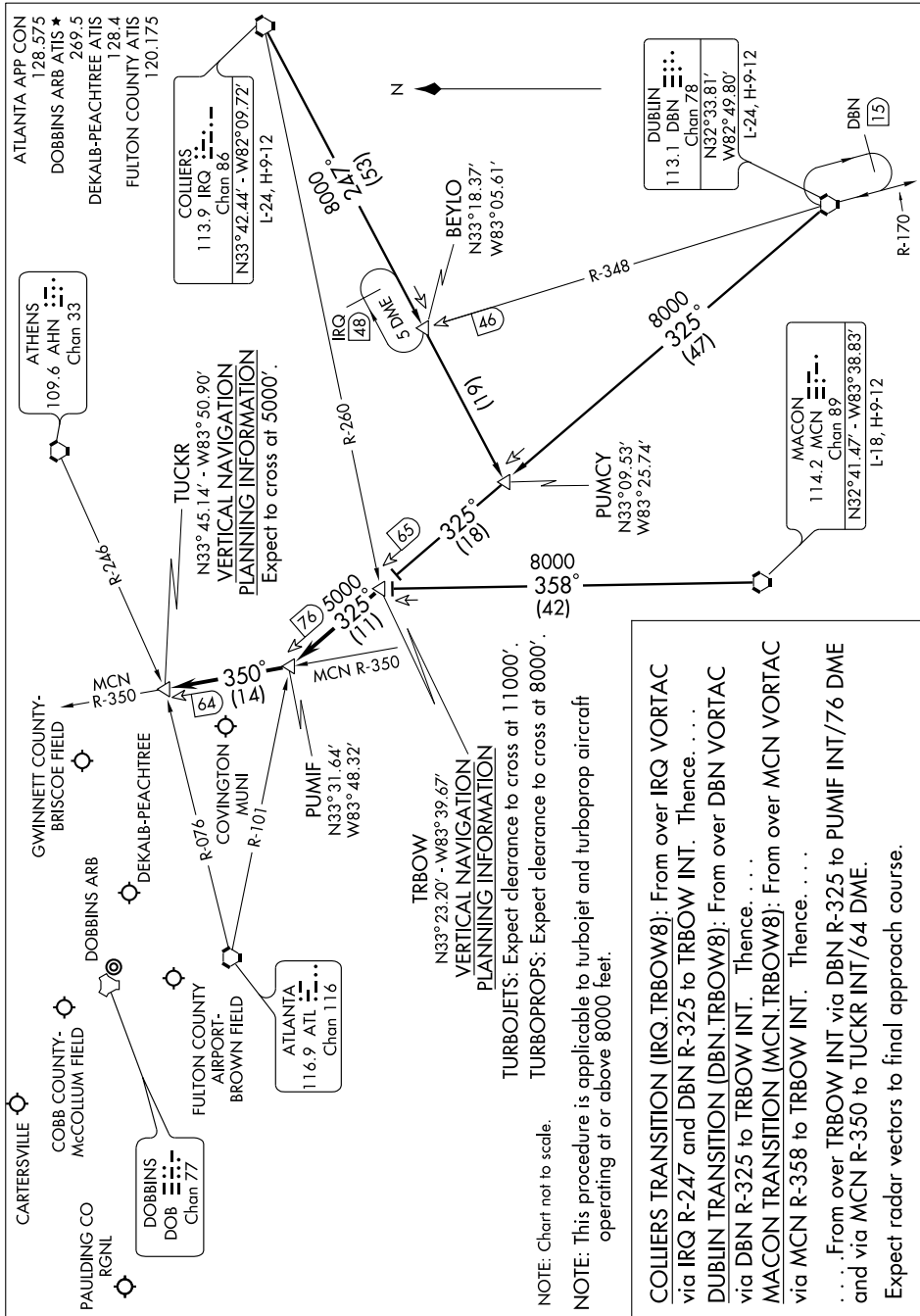


Procedure Turn NA	VGSI and RNAV glidepath not coincident.	4000	SUCGO	TRK 329°	BAPPY
ACERA	HUKAP Max 200 KIAS	3000	182°	3000	2500
GP 3.60° TCH 55	2.6 NM	8.7 NM	2.1 NM	1.6 NM	
CATEGORY	A	B	C	D	
RNP 0.20 DA	1336-1	340 (400-1)		NA	
RNP 0.30 DA	1416-1¼	420 (500-1¼)		NA	

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**









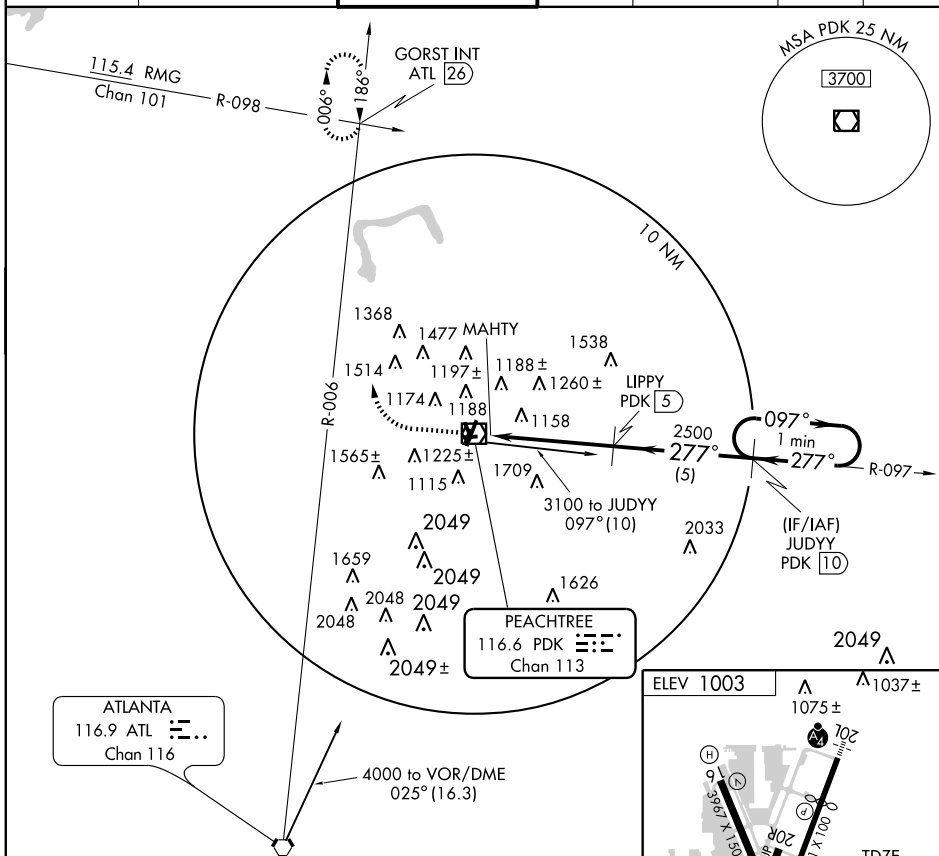
VOR/DME PDK <b>116.6</b> Chan <b>113</b>	APP CRS <b>277°</b>	Rwy Idg TDZE Apt Elev <b>3383</b> <b>1003</b> <b>1003</b>
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# VOR/DME RWY 27

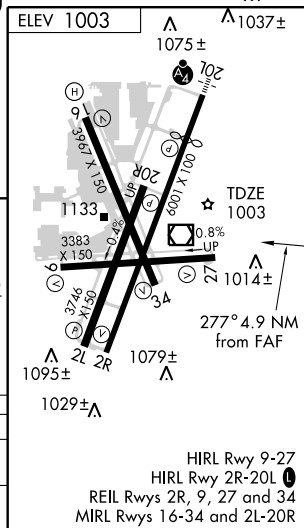
## ATLANTA/DEKALB-PEACHTREE (PDK)

<p>⚠ If local altimeter setting not received use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet.</p>	<p>MISSED APPROACH: Climb to 3000 via heading 277° and ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.</p>
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ATIS <b>128.4</b>	ATLANTA APP CON <b>126.975 239.275</b>	PEACHTREE TOWER★ <b>120.9 (CTAF) 281.5</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.2 120.9*</b> *when twr closed	UNICOM <b>122.95</b>	<b>120.0</b>
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3000 HGD 277°	ATL R-006 116.9	GORST INT	JUDYY PDK (10)	One Minute Holding Pattern
MAHTY PDK (0.6)	LIPPY PDK (5)	2500	097°	3100
0.5	4.4 NM	5 NM		
CATEGORY	A	B	C	D
S-27	1500-1	497 (500-1)	1500-1¼ 497 (500-1¼)	1500-1½ 497 (500-1½)
CIRCLING	1500-1	497 (500-1)	1500-1½ 497 (500-1½)	1580-2 577 (600-2)





## AIRPORT DIAGRAM

AL-6424 (FAA)

ATLANTA, GEORGIA

ATIS

128.125

McCOLLUM TOWER ★

125.9

GND CON

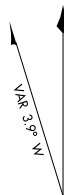
119.0

CLNC DEL

119.0 268.7

34°01.5' N

D



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

34°01.0' N

CONTROL TOWER  
1168

34°00.5' N

34°00.0' N

FIELD  
ELEV  
1040

RWY 9-27  
S30, D44

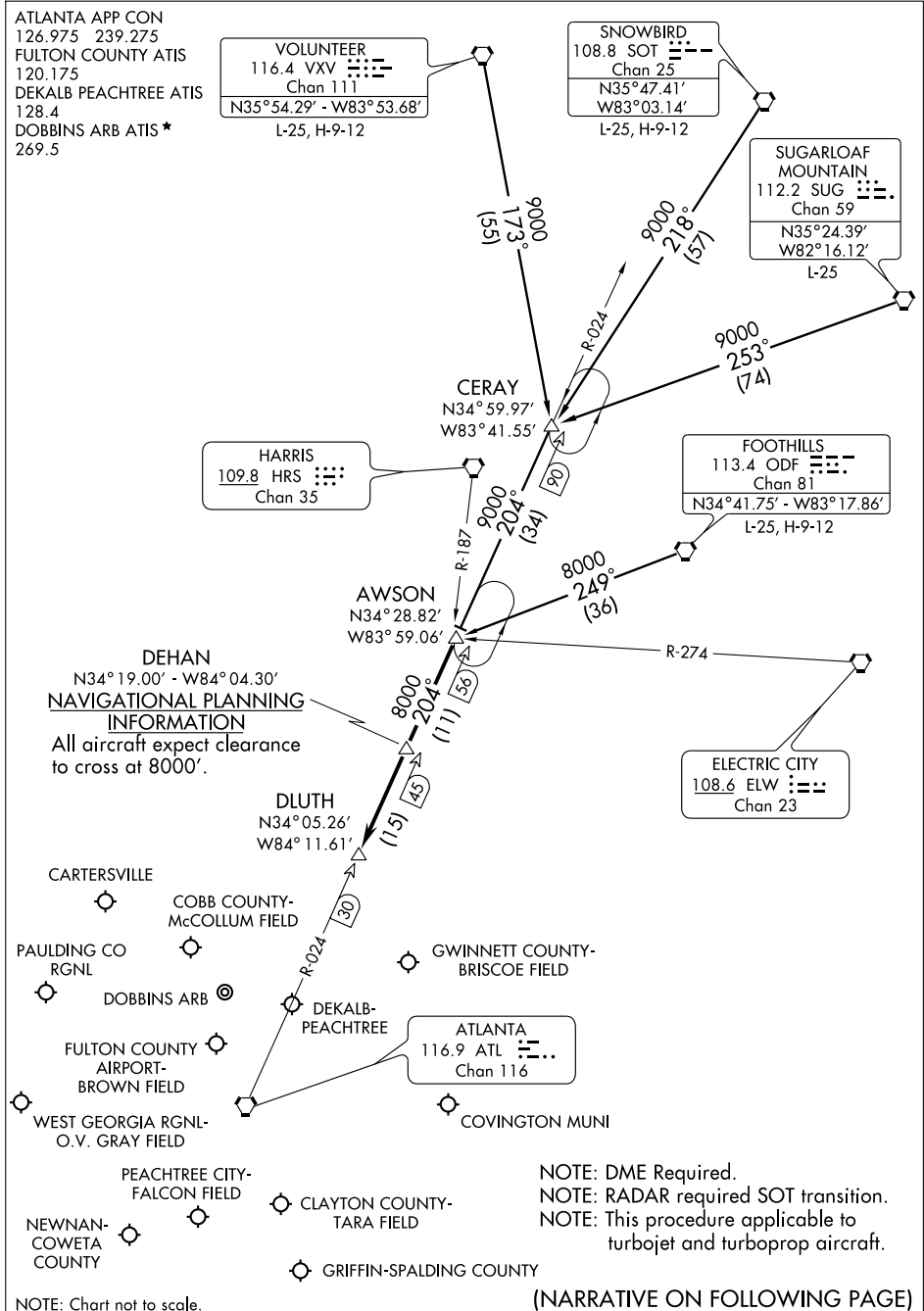
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

84°36.5' W

84°36.0' W

84°35.5' W

SE-4, 17 DEC 2009 to 14 JAN 2010



## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

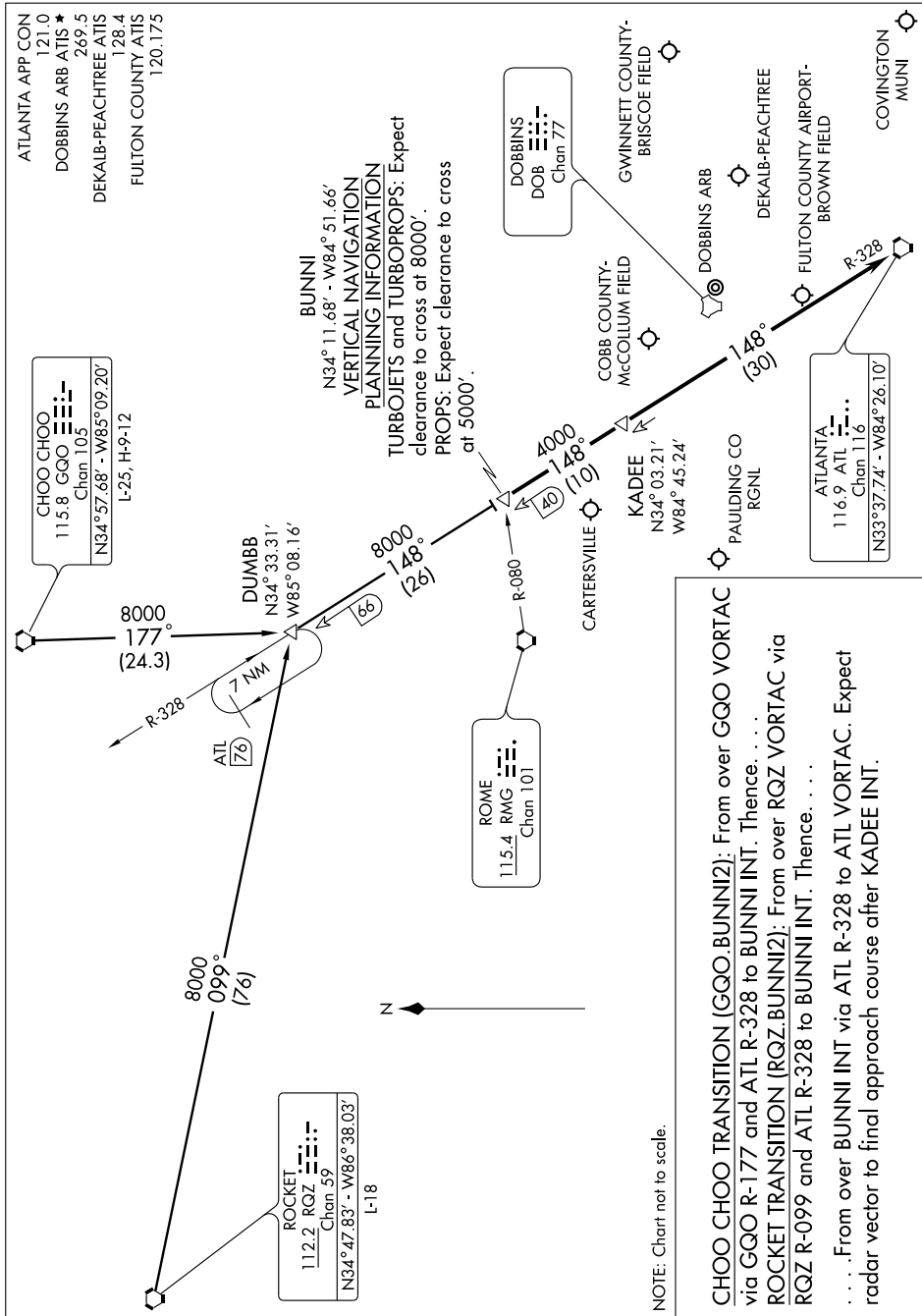
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . . From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.



ILS or LOC RWY 27

ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

**MISSED APPROACH:** Climb to 1600 then climbing right turn to 4000 via heading 050° and ATL R-346 to FENTS Int/RMG 26.2 DME and hold.

[illegible]

REIL Rwy 27 <b>U</b> HIRL Rwy 9-27 <b>U</b>  FAF to MAP 6.1 NM	CATEGORY		A		B		C		D		
	S-ILS 27		1211- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )								
	S-LOC 27		1540-1 529 (500-1)				1540-1 <sup>1</sup> / <sub>2</sub> 529 (500-1 <sup>1</sup> / <sub>2</sub> )		1540-1 <sup>3</sup> / <sub>4</sub> 529 (500-1 <sup>3</sup> / <sub>4</sub> )		
	Knots	60	90	120	150	180					
	Min:Sec	6:06	4:04	3:03	2:26	2:02					
CIRCLING		1780-1 740 (800-1)				1780-2 740 (800-2)		2220-3 1180 (1200-3)			

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

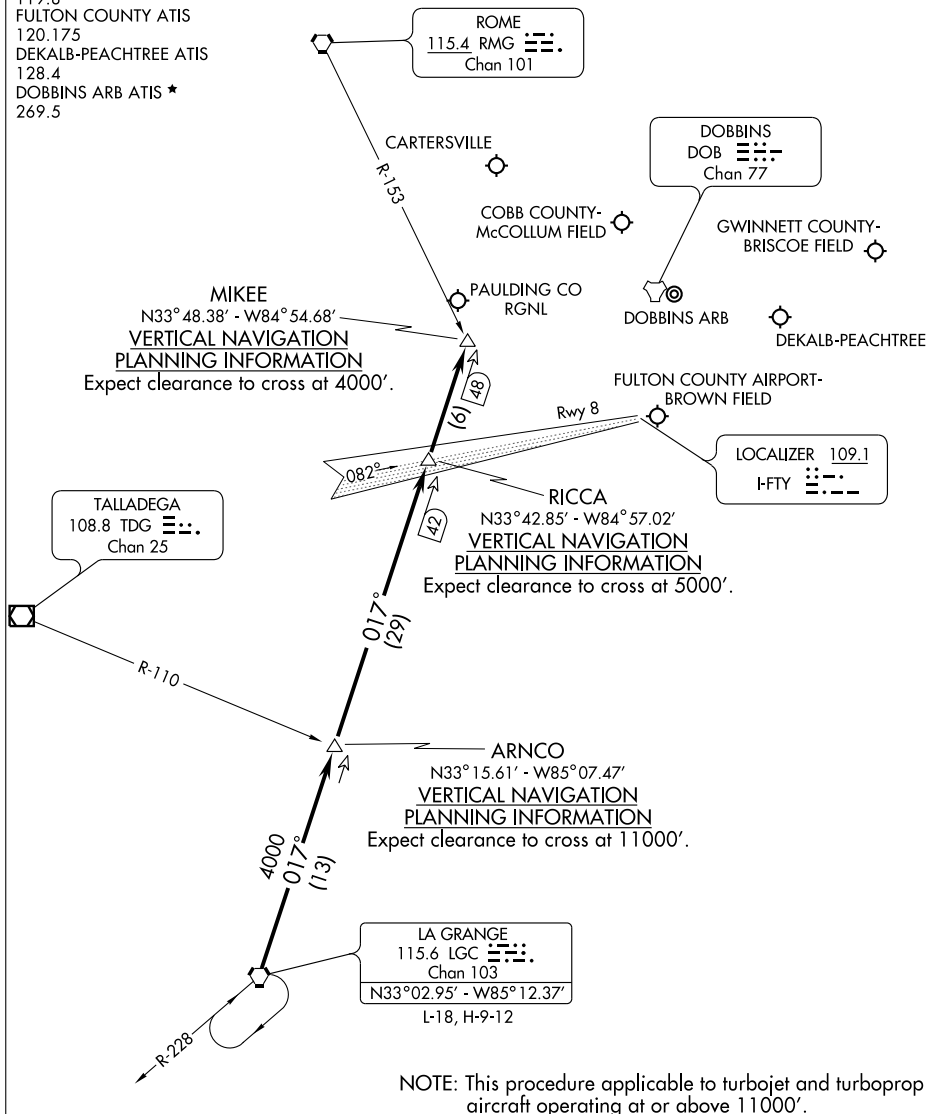
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

## RNAV (GPS) RWY 9

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

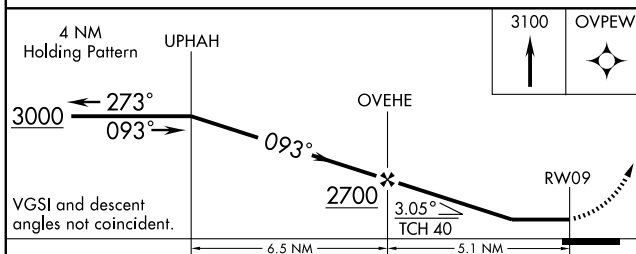
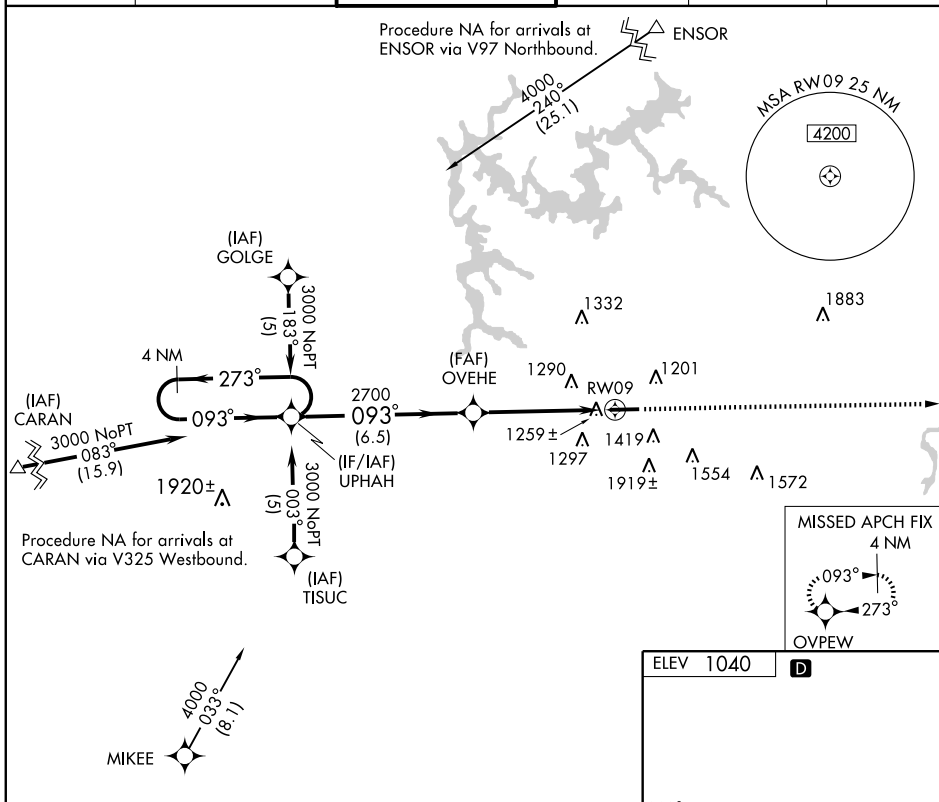
APP CRS	Rwy Idg	<b>5232</b>
<b>093°</b>	TDZE	<b>1028</b>
	Apt Elev	<b>1040</b>

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and Circling Cat. B and C visibility ¼ mile.

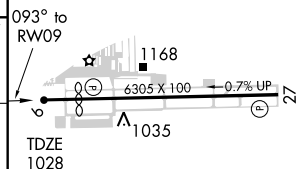
**▲ NA**

**MISSED APPROACH:** Climb to 3100 direct OVPEW and hold.

ATIS <b>128,125</b>	ATLANTA APP CON <b>121.0 268.7</b>	McCOLLUM TOWER ★ <b>125.9 (CTAF) 0</b>	GND CON <b>119.0</b>	CLNC DEL <b>119.0 268.7</b>	UNICOM <b>122.7</b>
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CATEGORY	A	B	C	D
LNAV MDA	1560-1 532 (600-1)		1560-1½ 532 (600-1½)	1560-1¾ 532 (600-1¾)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)



T

NA

DME/DME RNP-0.3 NA. VDP NA when using Hartsfield-Jackson Atlanta Intl altimeter setting. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats. and Circling Cat. B and C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct UPHAH and hold.

ATIS 128.125	ATLANTA APP CON 121.0 268.7	McCOLLUM TOWER★ 125.9 (CTAF) 0	GND CON 119.0	CLNC DEL 119.0 268.7	UNICOM 122.7
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The main chart displays the RNAV (GPS) RWY 27 approach. It includes a 10 NM radius circle centered on the runway. Key features include:

- ENROUTE FACILITIES:** NELLO (5000, 17.6, 112.6), EDOSY (3000, 17.3, 111.6).
- FEEDER FACILITIES:** AKONE (3000, 273°, 6.5), OVPEW (3000 NoPT, 183°, 5), LOGEN (3000 NoPT, 281°, 14).
- Runway and Localizer:** RWY 27 (1290, 1297, 1919±), UPHAH (093°, 273°).
- Altitudes:** 1332, 1201, 1560, 1883, 1359±, 1572, 1554, 1419.
- Procedure:** Procedure NA for arrivals at NELLO via V97 Northbound.
- MSA:** MSA RWY 27 2.5 NM (4200).

ELEV 1040

D

The inset chart shows the approach from the north, including the 1035 altitude and 0.7% UP gradient. It also shows the 1168 altitude and the 6305 X 100 gradient.

3000

UPHAH

4 NM

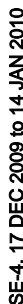
Holding Pattern

The detailed approach diagram shows the 4 NM holding pattern and the 1.8 NM to RW27 distance. It includes the AKONE and OVPEW waypoints and the 3000 altitude.

CATEGORY	A	B	C	D
LPV DA	1211-3/4 200 (200-3/4)			
LNAV MDA	1620-1 609 (600-1)		1620-1 3/4 609 (600-1 3/4)	1620-2 609 (600-2)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

SE-4, 17 DEC 2009 to 14 JAN 2010





VORTAC RMG	APP CRS	Rwy Idg	5232
115.4	108°	TDZE	1028
Chan 101		Apt Elev	1040

## VOR/DME RWY 9

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)



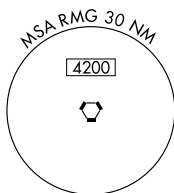
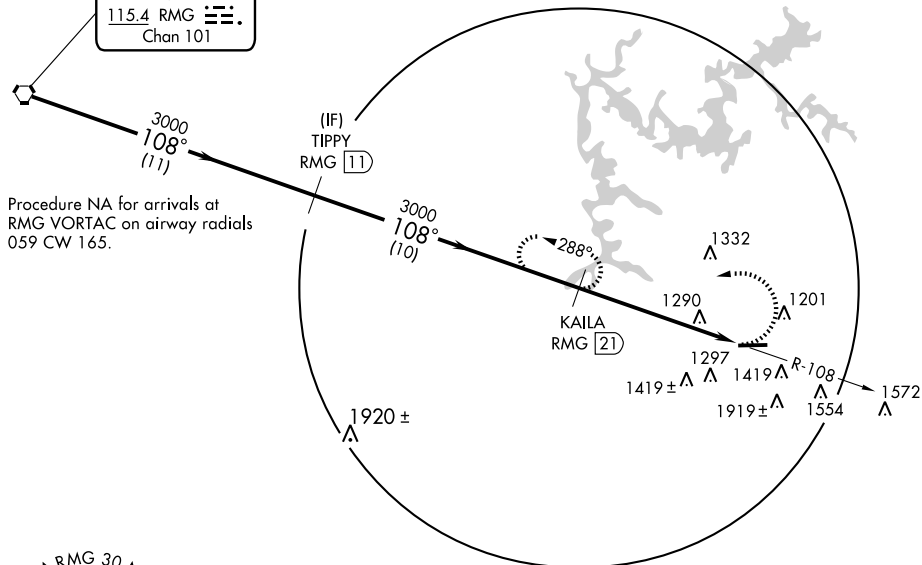
NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and S-9 Cat. A/C/D and Circling Cat. A/C visibilities ¼ mile.

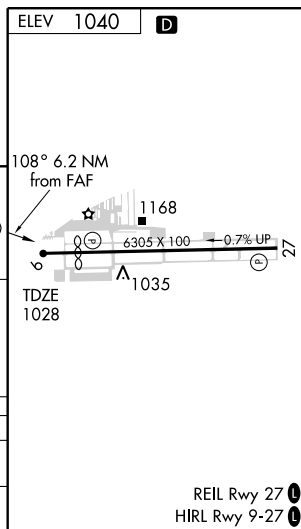
MISSED APPROACH: Climbing left turn to 3000 via heading 240° and RMG R-108 to KAILA/21 DME and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER ★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) 0	119.0	119.0 268.7	122.7

IAF  
ROME  
115.4 RMG  
Chan 101



	VORTAC	TIPPY RMG 11	KAILA RMG 21	
3000	108°	3000	3000	108°
Procedure Turn NA		VGSI and descent angles not coincident.		
	11 NM	10 NM	6.2 NM	
			2.93° TCH 40	
			3000	
			HDG 240° RMG R-108 115.4	
			KAILA RMG 21	
			RMG 27.2	
CATEGORY	A	B	C	D
S-9	1900-1 872 (900-1)	1900-1¼ 872 (900-1¼)	1900-2½ 872 (900-2½)	1900-2¾ 872 (900-2¾)
CIRCLING	1900-1 860 (900-1)	1900-1¼ 860 (900-1¼)	1900-2½ 860 (900-2½)	2220-3 1180 (1200-3)



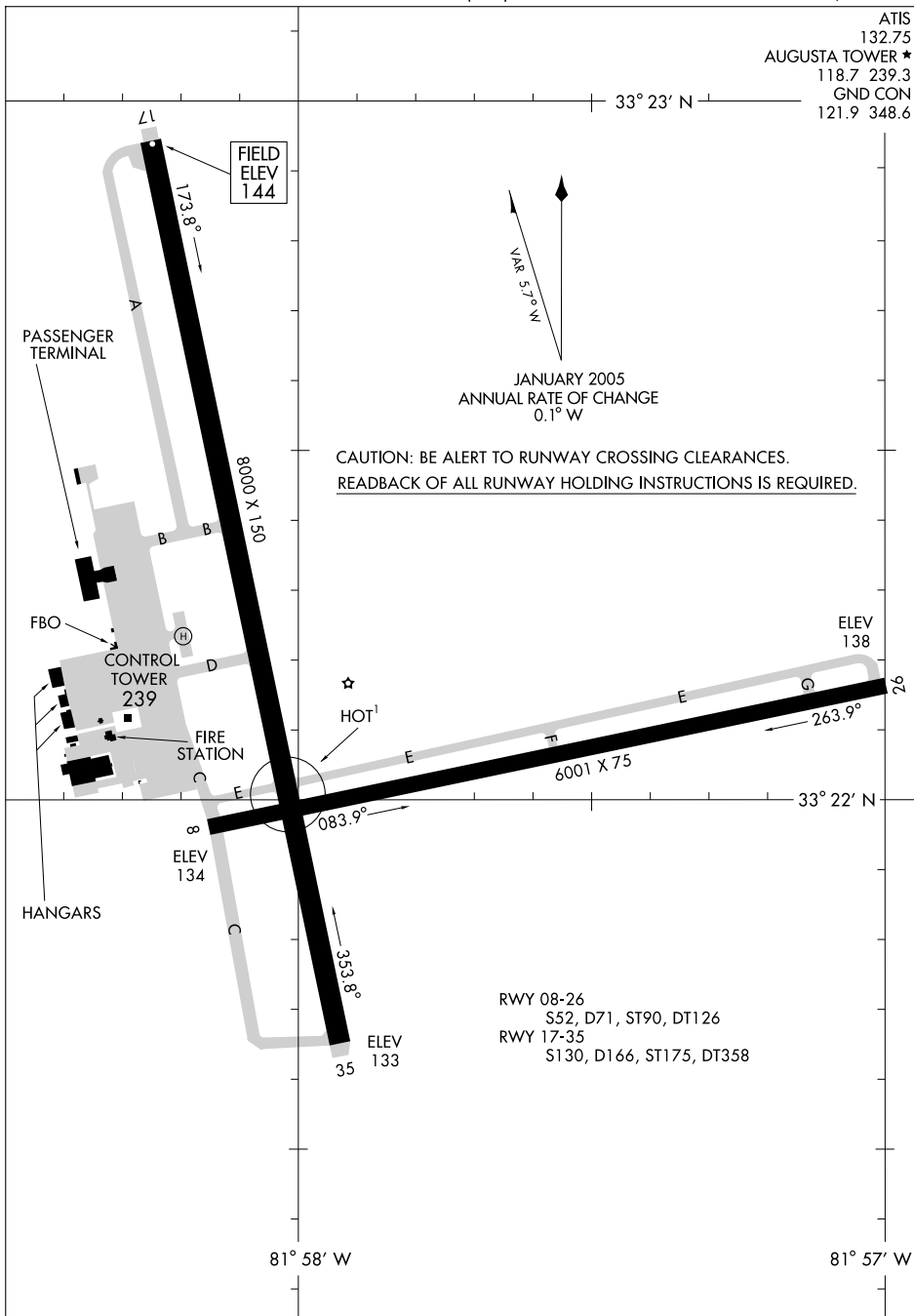
REIL Rwy 27 0  
HIRL Rwy 9-27 0

# AIRPORT DIAGRAM

AL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)  
AUGUSTA, GEORGIA

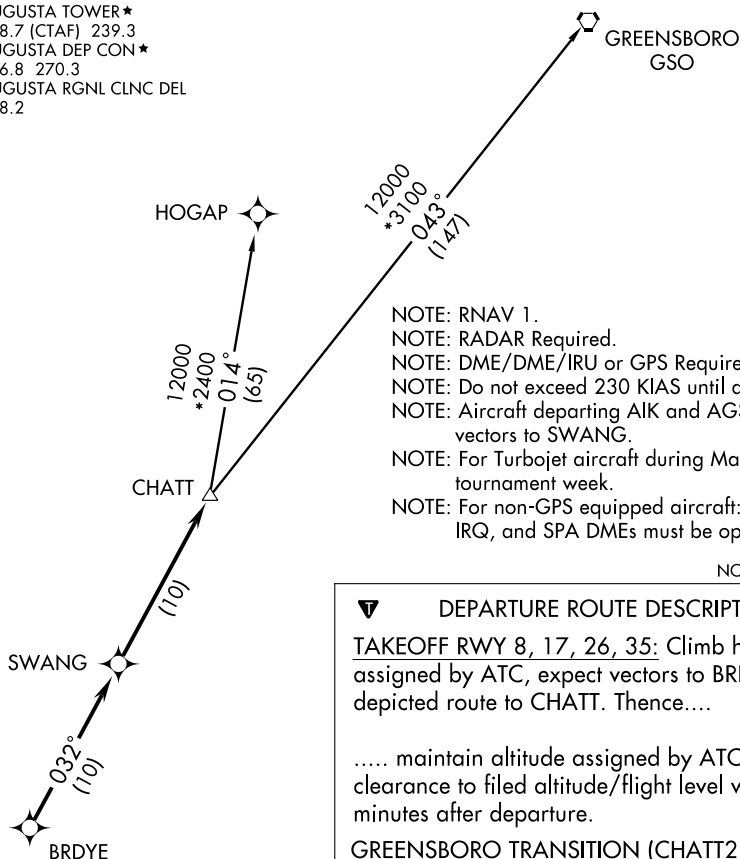
ATIS  
132.75  
AUGUSTA TOWER ★  
118.7 239.3  
GND CON  
121.9 348.6



SE-4, 17 DEC 2009 to 14 JAN 2010

(CHATT2.CHATT) 08157 AUGUSTA RGNL AT BUSH FIELD (AGS)  
CHATT TWO DEPARTURE (RNAV) SL-27 (FAA) AUGUSTA, GEORGIA

AUGUSTA TOWER\*  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON\*  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2



NOTE: RNAV 1.  
NOTE: RADAR Required.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: Do not exceed 230 KIAS until advised by ATC.  
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.  
NOTE: For Turbojet aircraft during Masters golf tournament week.  
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale



#### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):  
HOGAP TRANSITION (CHATT2.HOGAP):

#### TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL.

Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL.

Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL.

Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

#### TAKEOFF MINIMUMS:

Rwy 17, 35: STANDARD

Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.





AUGUSTA TOWER ★  
 118.7 (CTAF) 239.3  
 AUGUSTA DEP CON ★  
 126.8 270.3  
 AUGUSTA RGNL CLNC DEL  
 118.2

#### TAKEOFF MINIMUMS:

- Rwys 17, 35: STANDARD.  
 Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.  
 Rwy 26: 300-1 $\frac{3}{4}$  or STANDARD with minimum climb of 308 feet per NM to 500.



#### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

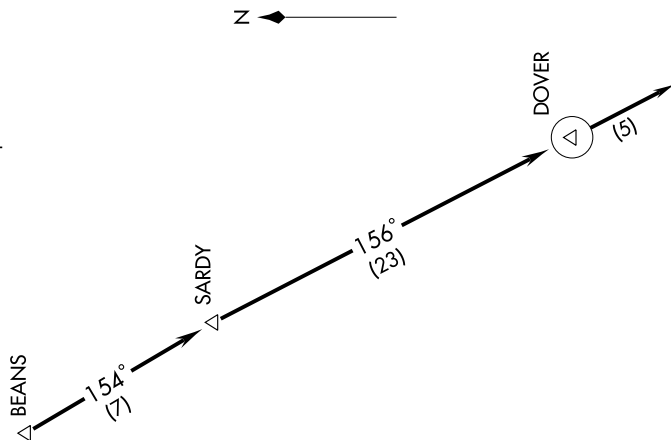
#### TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

NOTE: RNAV 1.  
 NOTE: RADAR Required.  
 NOTE: DME/DME/IRU or GPS Required.  
 NOTE: Do not exceed 230 KIAS until advised by ATC.  
 NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.



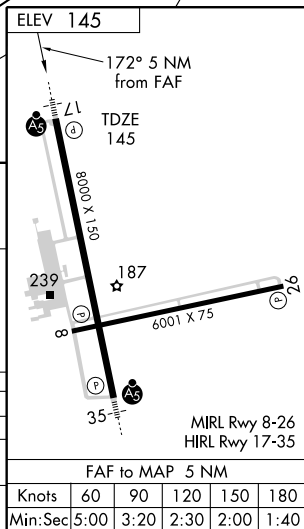
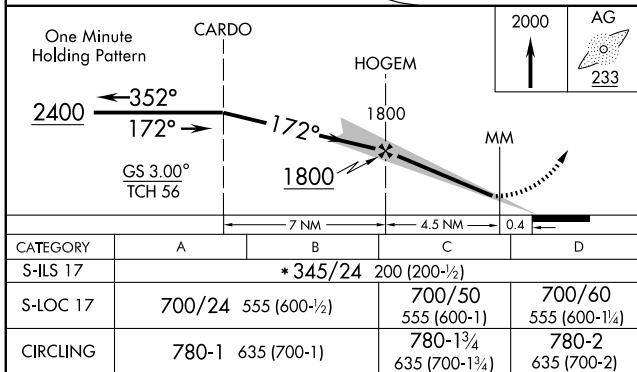
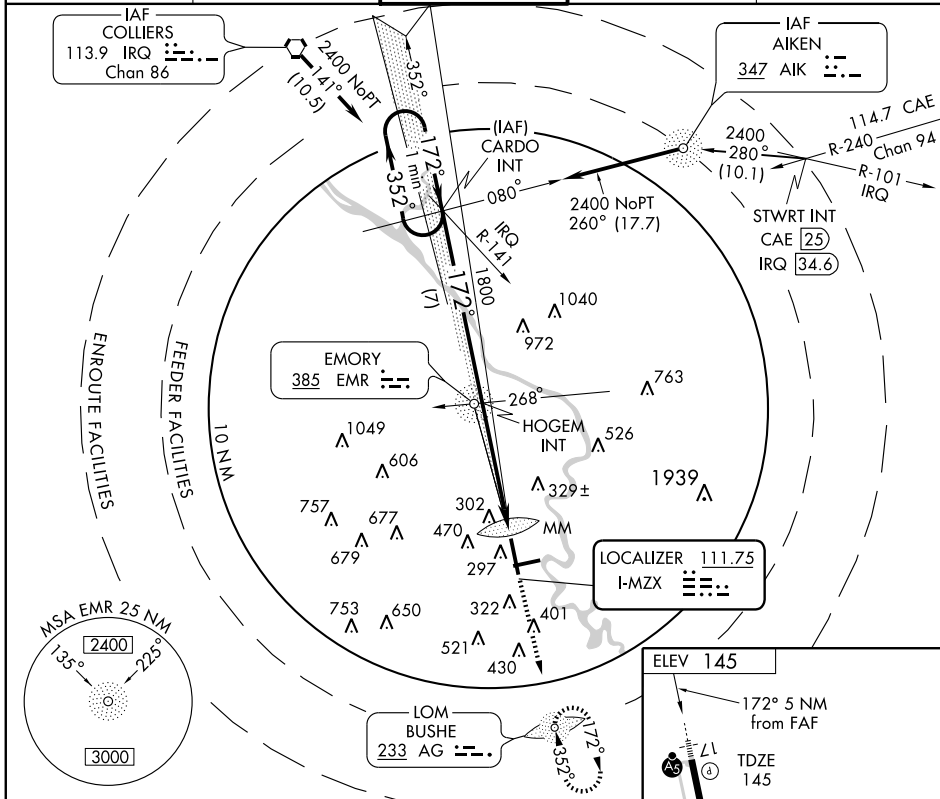
NOTE: Chart not to scale.

LOC I-MZX	APP CRS	Rwy Idg	8000
111.75	172°	TDZE	145
		Apt Elev	145

# ILS or LOC RWY 17 AUGUSTA RGNL AT BUSH FIELD (AGS)

<p>ADF REQUIRED. *RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000 direct AG LOM and hold.</p>
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<p>ATIS</p> <p>132.75</p>	<p>AUGUSTA APP CON *</p> <p>126.8 270.3</p>	<p>AUGUSTA TOWER *</p> <p>118.7(CTAF) 239.3</p>	<p>GND CON</p> <p>121.9 348.6</p>	<p>UNICOM</p> <p>122.95</p>
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ILS or LOC RWY 35  
AUGUSTA RGNL AT BUSH FIELD (AGS)

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2100 direct IRQ VORTAC and hold.

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

600 2100 IRQ 113.9

LOM 1648

172°

Remain within 10 NM

VGSi and ILS glidepath not coincident.

352°

1700

2000

GS 3.00° TCH 55

4.5 NM

CATEGORY	A	B	C	D
S-ILS 35	* 336/24 200 (200-½)			
S-LOC 35	660/24 524 (600-½)	660/50 524 (600-1)	660/60 524 (600-1¼)	
CIRCLING	780-1 635 (700-1)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)	

## JUNPR TWO DEPARTURE (RNAV)

AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2

TAKEOFF MINIMUMS:

Rwys 17, 35: STANDARD.

Rwy 8: STANDARD with minimum climb of  
392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with minimum  
climb of 308 feet per NM to 500.

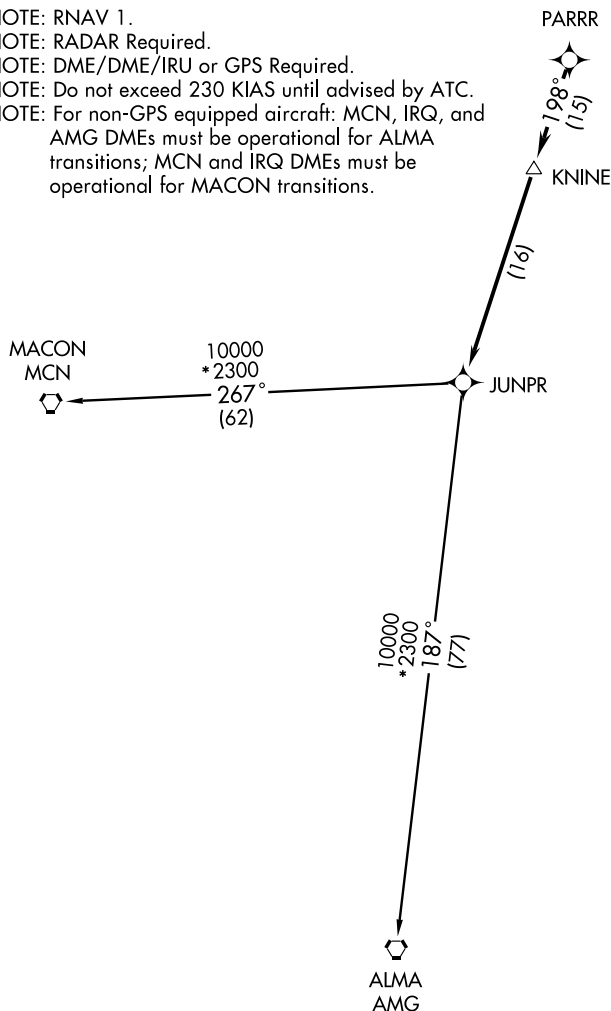
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For non-GPS equipped aircraft: MCN, IRQ, and  
AMG DMEs must be operational for ALMA  
transitions; MCN and IRQ DMEs must be  
operational for MACON transitions.





**JUNPR TWO DEPARTURE (RNAV)****DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):

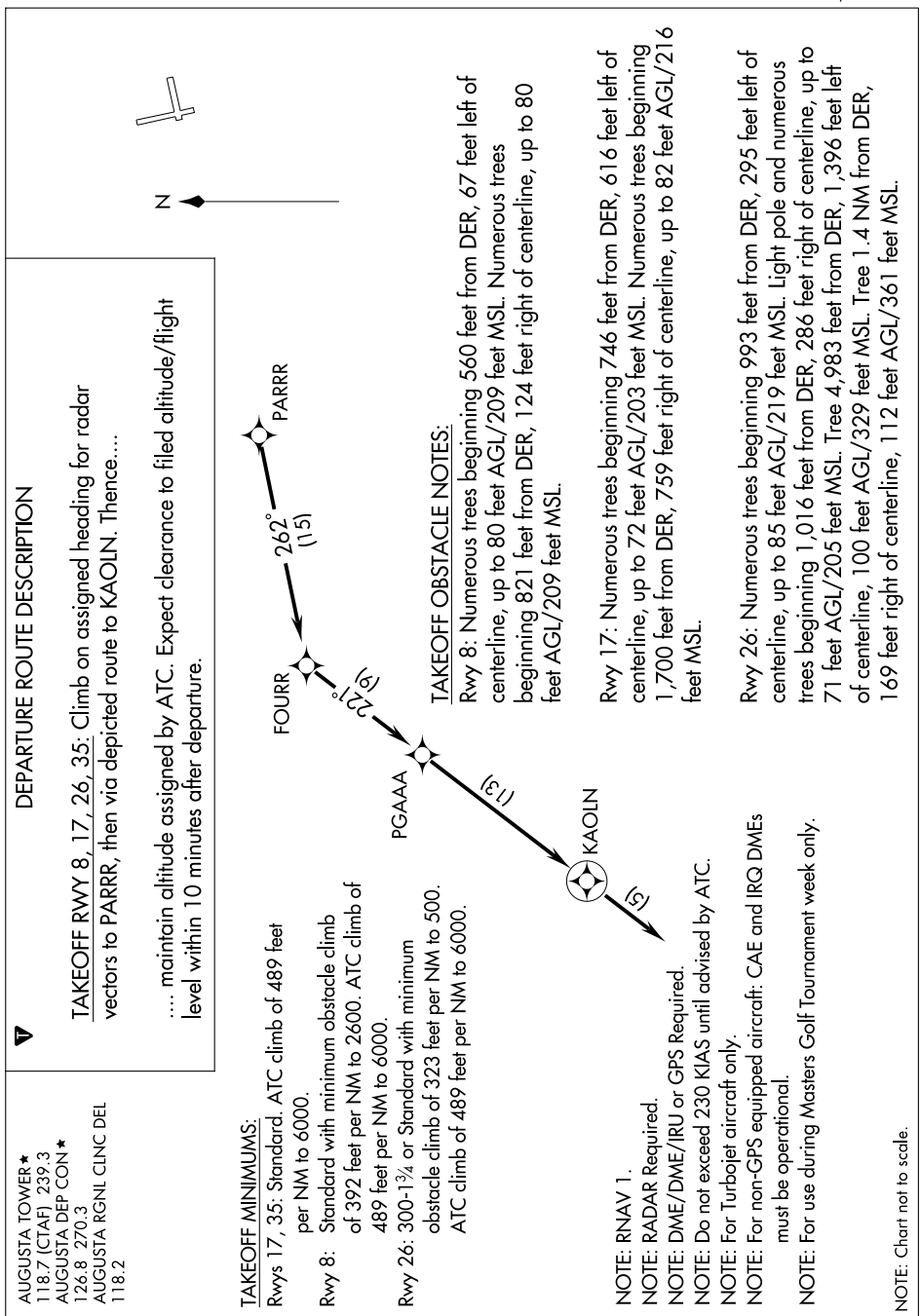
MACON TRANSITION (JUNPR2.MCN):

**TAKEOFF OBSTACLE NOTES:**

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.



**RDBUD TWO DEPARTURE (RNAV)**

AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2

TAKEOFF MINIMUMS:

Rwys 17, 35: STANDARD.

Rwy 8: STANDARD with minimum climb of  
392 feet per NM to 2600.

Rwy 26: 300-1¾ or STANDARD with minimum  
climb of 308 feet per NM to 500.

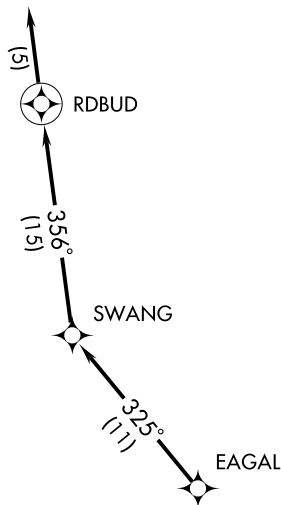
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft only during Masters golf  
tournament week.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

APP CRS	Rwy Idg	6001
082°	TDZE	137
	Apt Elev	145

▼

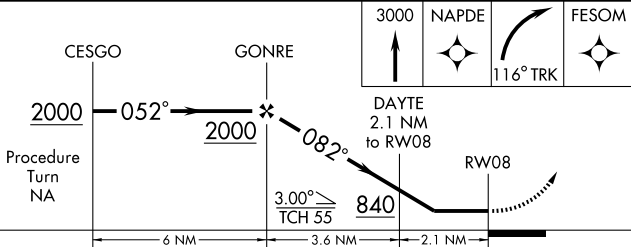
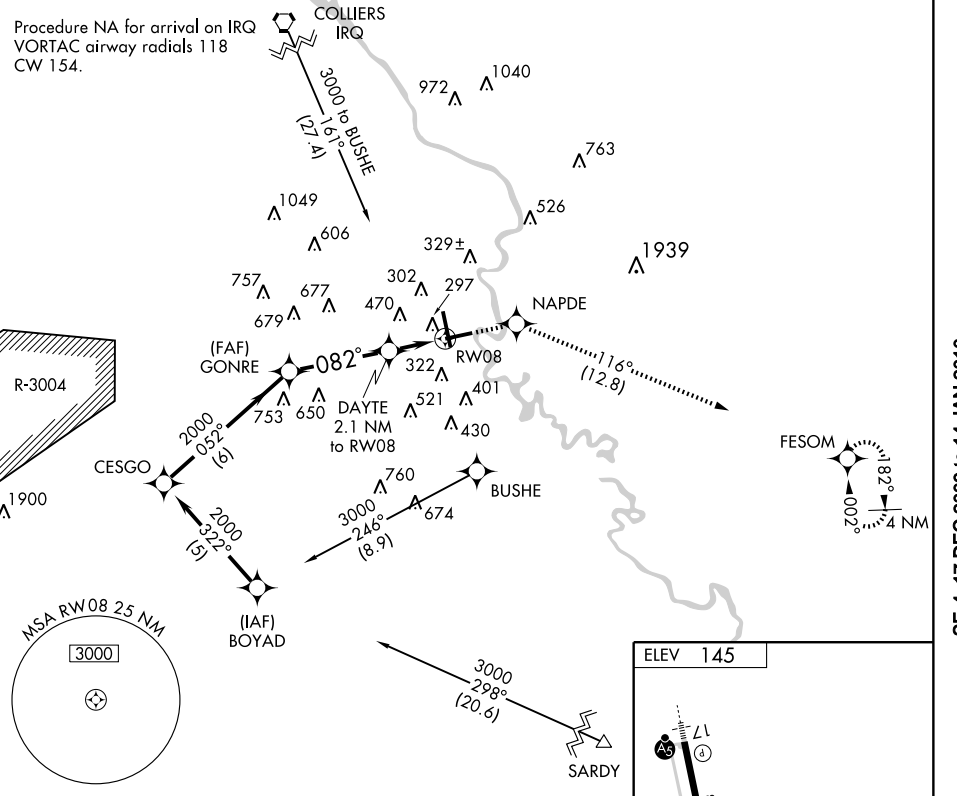
▲NA

ASR

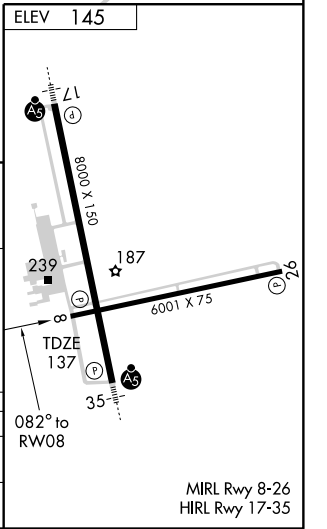
Straight-in minimums NA at night. Circling to Rwy 8 NA at night.  
When VGSI inoperative, circling Rwy 26 NA at night.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct  
NAPDE WP and climbing right turn via 116°  
track to FESOM WP and hold.

ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7(CTAF) 239.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	700-1	563 (600-1)	700-1½ 563 (700-1½)	700-1¾ 563 (700-1¾)
CIRCLING	780-1	635 (700-1)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)




SE-4, 17 DEC 2009 to 14 JAN 2010

▼  
ASR

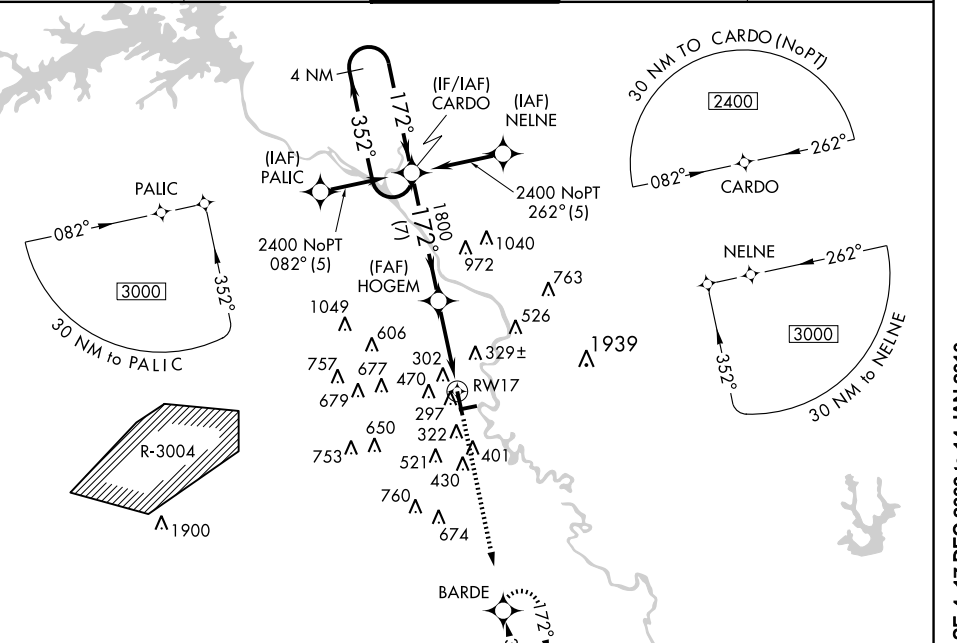
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
When VGSI inoperative, circling Rwy 26 NA at night.  
Circling to Rwy 8 NA at night.

MALS R

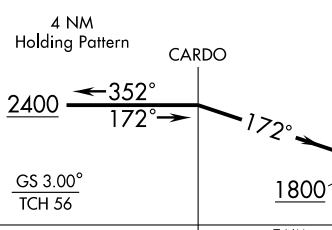


MISSED APPROACH: Climb to 2100 direct BARDE and hold.

ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7 (CTAF) 239.3	GND CON 121.9 348.6	UNICOM 122.95
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4 NM Holding Pattern



2100

↑

BARDE



GS 3.00°

TCH 56

7 NM


3.4 NM

1.6 NM

\*1.6 NM to RW17

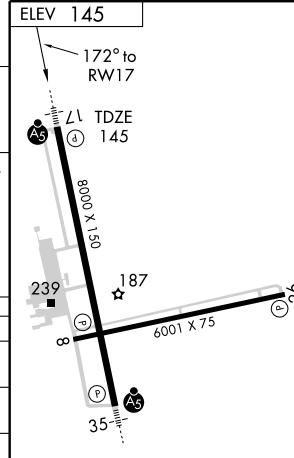
\*LNAV only.

RW17



CATEGORY	A	B	C	D
LPV DA	400/24 255 (300-½)			
LNAV/VNAV DA	700-1½ 555 (600-1½)			
LNAV MDA	700/24 555 (600-½)	700/50 555 (600-1)	700/60 555 (600-1¼)	
CIRCLING	780-2 635 (700-2)			

ELEV 145






MIRL Rwy 8-26  
HIRL Rwy 17-35

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	<b>6001</b>
<b>272°</b>	TDZE	<b>139</b>
	Apt Elev	<b>145</b>

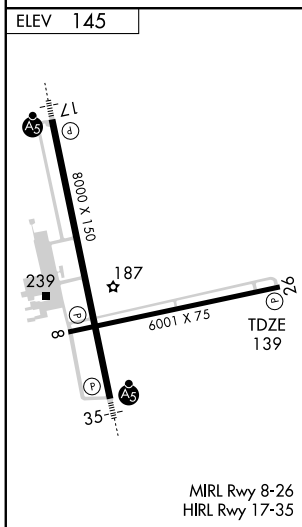
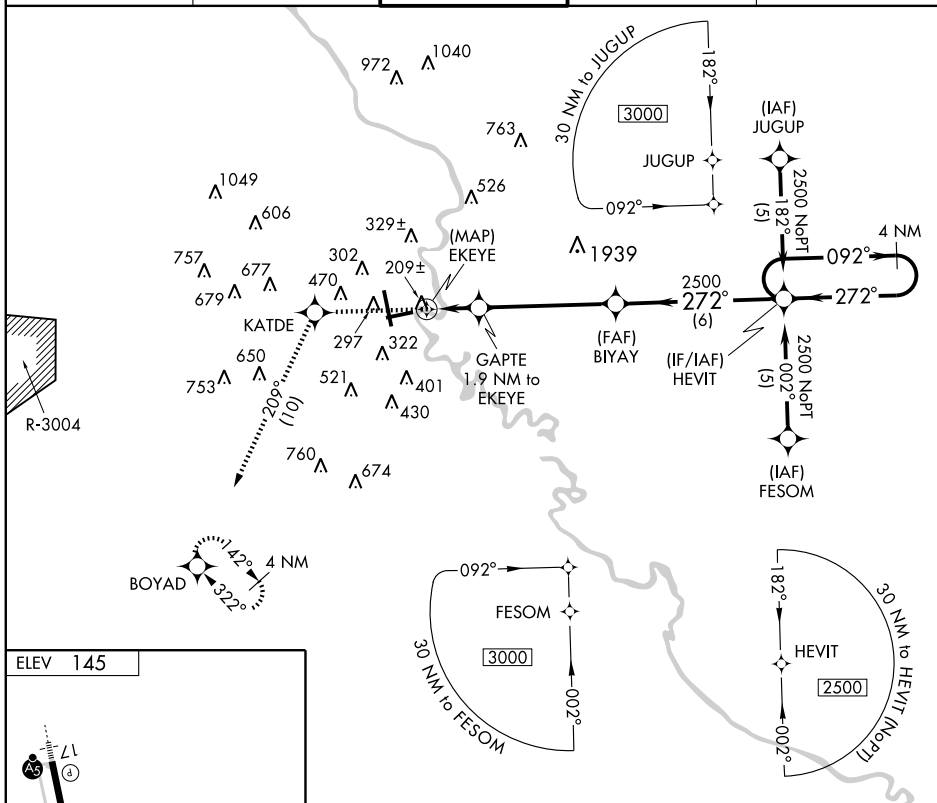
# RNAV (GPS) RWY 26

## AUGUSTA RGNL AT BUSH FIELD (AGS)

	When VGSi inoperative, straight-in/circling Rwy 26 procedure
 NA	NA at night. Circling to Rwy 8 NA at night. DME/DME
 ASR	RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 direct KATDE WP and climbing left turn via 209° track to BOYAD WP and hold.

ATIS <b>132.75</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	AUGUSTA TOWER ★ <b>118.7(CTAF) 239.3</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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3000 KATDE BOYAD VGS1 and descent angles not coincident. 4 NM Holding Pattern

BIYAY HEVIT

209° TRK

GAPTE 1.9 NM to EKEYE

272° 092° 2500

2500

≤ 3.00° TCH 55

EKEYE

940

0.5 1.9 NM 4.9 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	540-1 401 (400-1)		540-1¼ 401 (400-1¼)	
CIRCLING	780-1 635 (700-1)		780-1¼ 635 (700-1¼)	780-2 635 (700-2)



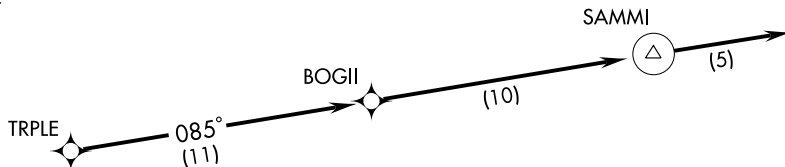
(SAMMI2.SAMMI) 08137

# SAMMI TWO DEPARTURE (RNAV)

AUGUSTA RGNL AT BUSH FIELD (AGS)  
AUGUSTA, GEORGIA

SL-27 (FAA)

AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
AUGUSTA RGNL CLNC DEL  
118.2



## TAKEOFF MINIMUMS:

Rwy 17, 35: STANDARD.

Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.

Rwy 26: 300-1 $\frac{3}{4}$  or STANDARD with a minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.



NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

## TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL.

Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.

Rwy 17: Numerous trees beginning 746' from DER, 616 left of centerline, up to 72' AGL/203' MSL.

Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.

Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL.

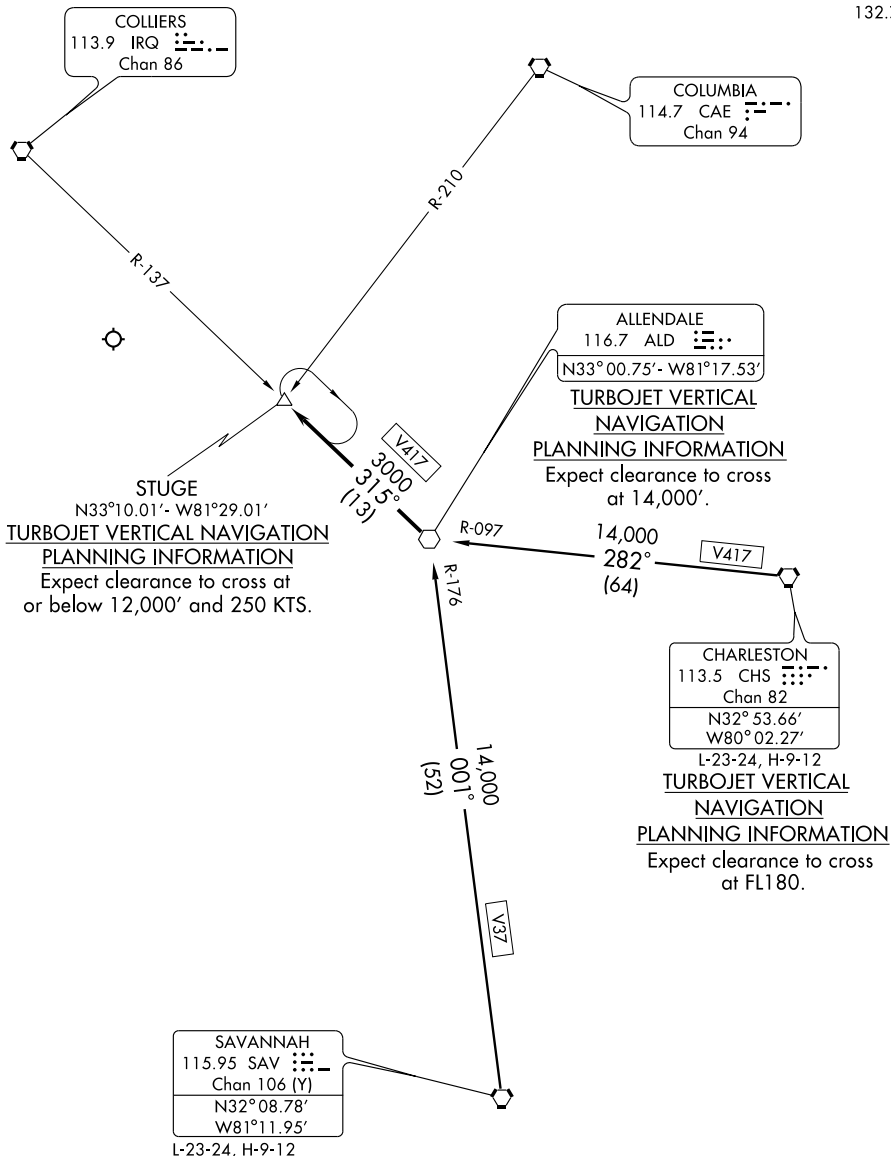
MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.



# STUGE THREE ARRIVAL (STUGE.STUGE3)

AUGUSTA RGNL AT BUSH FIELD  
AUGUSTA, GEORGIA

AUGUSTA APP CON ★  
119.15 284.625  
AUGUSTA RGNL ATIS  
132.75



TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross at FL180.

NOTE: RADAR Required.  
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 17 DEC 2009 to 14 JAN 2010

**STUGE THREE ARRIVAL (STUGE.STUGE3)**

AUGUSTA, GEORGIA

**ARRIVAL DESCRIPTION**

CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence. . . .

SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence. . . .

. . . .From over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect radar vectors to final approach course.

AUGUSTA APP CON ★  
119.15 284.625  
AUGUSTA RGNL ATIS  
132.75

GREENSBORO  
116.2 GSO  
Chan 109  
N36°02.74' - W79°58.58'  
L-25-36, H-9-12

LIARS  
N34°47.21' - W80°36.23'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross at or below FL180.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

FLORENCE  
115.2 FLO  
Chan 99  
N34°13.98' - W79°39.43'  
L-23-24-35-36, H-9-12

DOUGH  
N34°00.74'  
W80°58.77'

COLLIERS  
113.9 IRQ  
Chan 86

COLUMBIA  
114.7 CAE  
Chan 94  
N33°51.44' - W81°03.23'  
L-23-24, H-9-12

STWRT  
N33°38.12' - W81°28.63'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross  
at 11000' and 250K.

TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross  
at or below 16000'.

PAANE  
N33°30.09'  
W81°43.80'

AUGUSTA RGNL  
AT BUSH FIELD

COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . .



GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . .

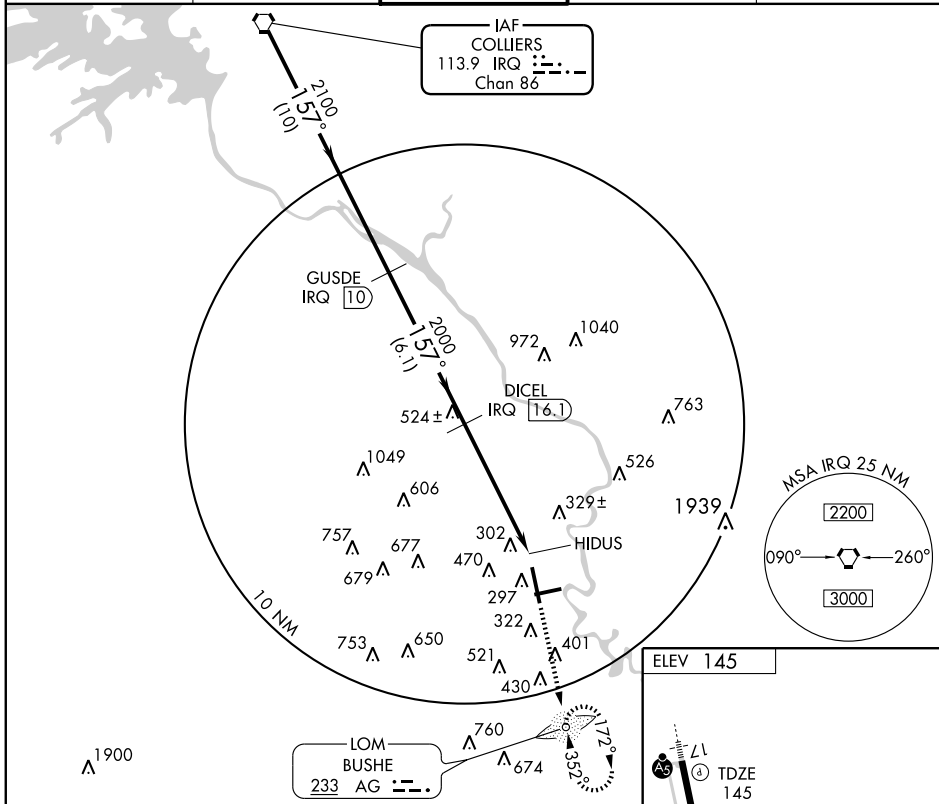
. . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

VORTAC IRQ	APP CRS	Rwy Idg	8000
113.9	157°	TDZE	145
Chan 86		Apt Elev	145

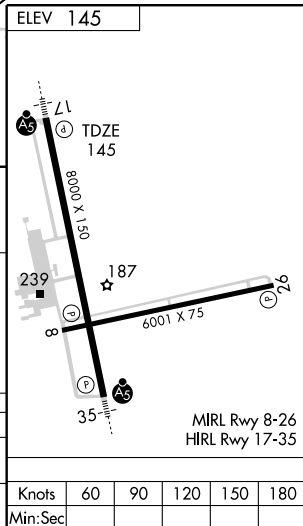
# VOR/DME RWY 17

## AUGUSTA RGNL AT BUSH FIELD (AGS)

 ASR	ADF REQUIRED	 MALSR	MISSED APPROACH: Climb to 2000 direct AG LOM and hold.
ATIS 132.75	AUGUSTA APP CON ★ 126.8 270.3	AUGUSTA TOWER ★ 118.7 (CTAF) 239.3	GND CON 121.9 348.6
			UNICOM 122.95



CATEGORY	A	B	C	D
S-17	720/24 575 (600-1/2)	720/40 575 (600-3/4)	720/50 575 (600-1)	720/60 575 (600-1 1/4)
CIRCLING	780-1 635 (700-1)	780-1 1/4 635 (700-1 1/4)	780-1 3/4 635 (700-1 3/4)	780-2 635 (700-2)



## AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
ATLANTA CENTER CLNC DEL ★  
128.1  
CTAF  
123.05

## TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

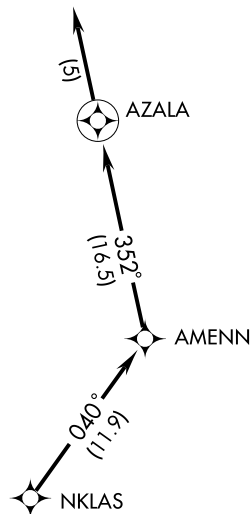
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft during Masters golf tournament week.



## TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(CHATT2.CHATT) 08269  
**CHATT TWO DEPARTURE (RNAV) SL-28 (FAA)**

AUGUSTA/ DANIEL FIELD (DNL)  
 AUGUSTA, GEORGIA

AUGUSTA DEP CON ★  
 126.8 270.3  
 ATLANTA CENTER CLNC DEL ★  
 128.1  
 CTAF  
 123.05

GREENSBORO  
 GSO

HOGAP

12000  
 \*3100  
 043°  
 (147)

12000  
 \*2400  
 014°  
 (65)

CHATT

TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD

Rwy 5: 300-1 or STANDARD with a  
 minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with  
 a minimum climb of 350 feet per NM to  
 1300.

SWANG

032°  
 (10)

BRDYE

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until  
 advised by ATC.

NOTE: For Turbojet aircraft during Masters  
 golf tournament week.

NOTE: For non-GPS equipped aircraft: BZM,  
 CLT, GRD, IRQ, and SPA DMEs  
 must be operational.





## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):

HOGAP TRANSITION (CHATT2.HOGAP):

### TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430 MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline, up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 739' right of centerline, 50' AGL/489' MSL.

## MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★

126.8 270.3

ATLANTA CENTER CLNC DEL ★

128.1

CTAF

123.05

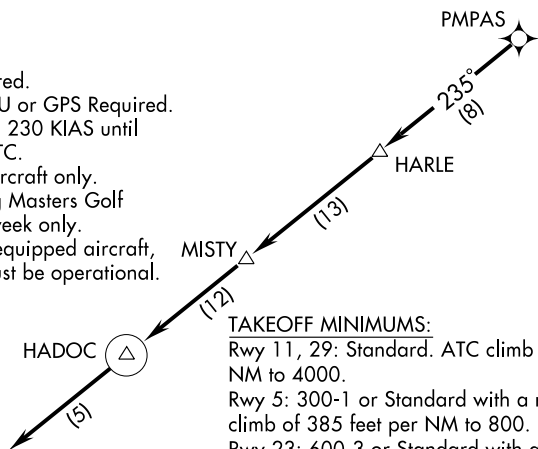
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until  
advised by ATC.

NOTE: For turbojet aircraft only.

NOTE: For use during Masters Golf  
Tournament week only.NOTE: For non-GPS equipped aircraft,  
AHN DME must be operational.TAKEOFF MINIMUMS:Rwy 11, 29: Standard. ATC climb of 210 feet per  
NM to 4000.Rwy 5: 300-1 or Standard with a minimum obstacle  
climb of 385 feet per NM to 800.Rwy 23: 600-3 or Standard with a minimum obstacle  
climb of 350 feet per NM to 1300.TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline, up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC, expect clearance to filed altitude/flight level within 10 minutes after departure.



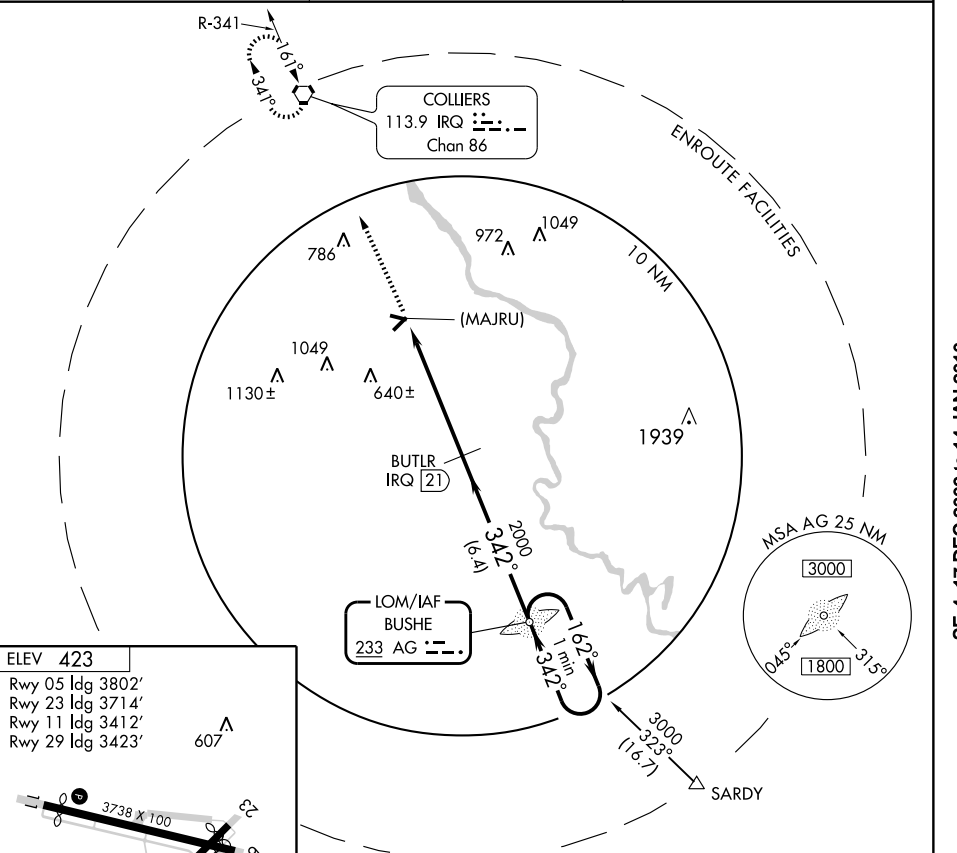
NA

ASR

MISSED APPROACH: Climb to 3000

direct IRQ VORTAC and hold.

ASOS 135.275	AUGUSTA APP CON★ 126.8 270.3	UNICOM 123.05 (CTAF) 0
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ELEV 423

Rwy 05 Idg 3802'

Rwy 23 Idg 3714'

Rwy 11 Idg 3412'

Rwy 29 Idg 3423'

3738 X 100

4002 X 100

1.2% UP

342° 5.3 NM from FAF

MIRL Rwy 11-29 and 5-23

REIL Rwy 11 and 29

3000

IRQ

113.9

LOM

One Minute Holding Pattern

3000

162°

342°

BUTLER

IRQ 21

2000

(MAJRU)

IRQ 15.8

5.3 NM

6.4 NM

Knots	60	90	120	150	180
Min:Sec					
CATEGORY	A	B	C	D	
CIRCLING	940-1 517 (600-1)	940-1¼ 517 (600-1¼)	940-1½ 517 (600-1½)	1020-2 597 (600-2)	

NDB EMR  
385

APP CRS  
104°

Rwy Idg	<b>3412</b>
TDZE	<b>422</b>
Apt Elev	<b>423</b>

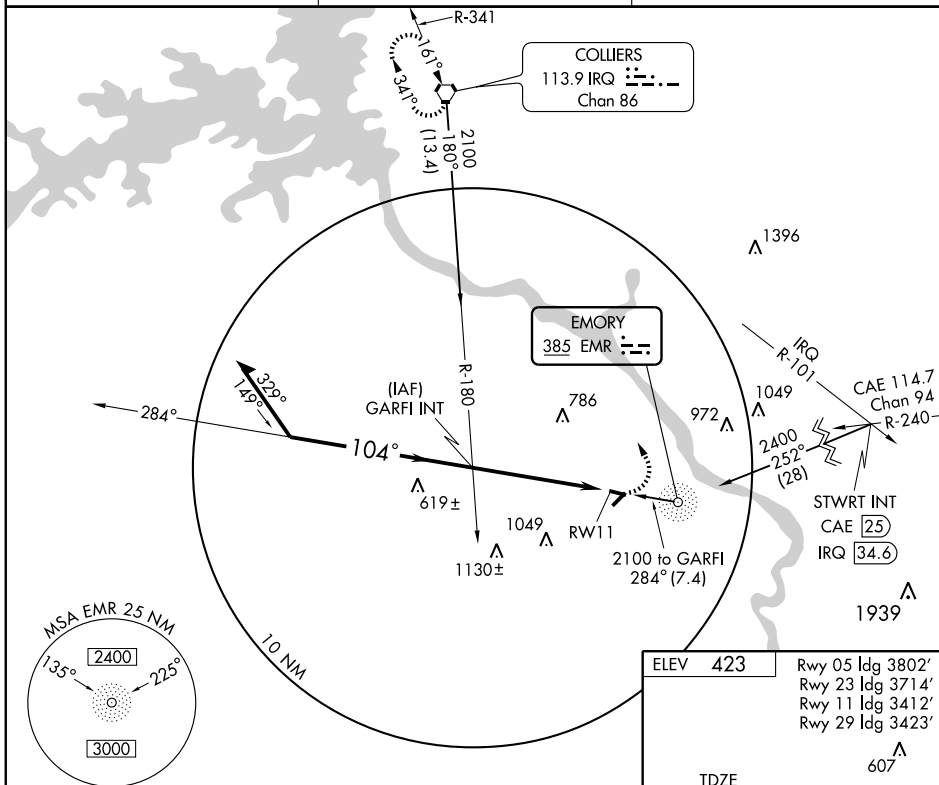
**NDB or GPS RWY 11**  
AUGUSTA/ DANIEL FIELD (DNL)



**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ASOS  
135.275

AUGUSTA APP CON ★  
126.8 270.3

UNICOM  
123.05 (CTAF) **L**

Remain  
within 10 NM

GARFI

2100

2000

00 | 00

RW11

2.89%  
TCH 4

ELEV 423

Rwy 05	ldg	3802'
Rwy 23	ldg	3714'
Rwy 11	ldg	3412'
Rwy 29	ldg	3423'

TDZE

104° 5 NM  
from FAF

3738 x 10

FAF

2x10

MIRL Rwy 11-29 and 5-23 L

REIL Rwys 11 and 29 **L**

FAF to MAP 5 NM

CATEGORY	A	B	C	D
S-11	980-1	558 (600-1)	980-1½ 558 (600-1½)	980-1¾ 558 (600-1¾)
CIRCLING	980-1	557 (600-1)	980-1½ 557 (500-1½)	1020-2 597 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

## NDINA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★

126.8 270.3

ATLANTA CENTER CLNC DEL ★

128.1

CTAF

123.05

## TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.

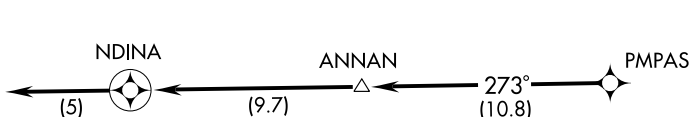
NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft during Masters golf tournament week.

NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.



## TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

## SAMMI TWO DEPARTURE (RNAV)

AUGUSTA, GEORGIA

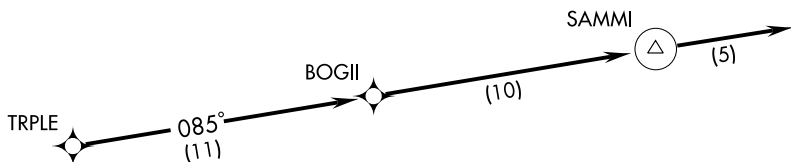
AUGUSTA DEP CON ★  
 126.8 270.3  
 ATLANTA CENTER CLNC DEL ★  
 128.1  
 CTAF  
 123.05

## TAKEOFF MINIMUMS:

Rwy 11, 29: STANDARD.

Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.

Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.



NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

AUGUSTA APP CON ★  
119.15 284.625  
AUGUSTA RGNL ATIS  
132.75

GREENSBORO  
116.2 GSO  
Chan 109  
N36°02.74' - W79°58.58'  
L-25-36, H-9-12

LIARS  
N34°47.21' - W80°36.23'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross at or below FL180.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

FLORENCE  
115.2 FLO  
Chan 99  
N34°13.98' - W79°39.43'  
L-23-24-35-36, H-9-12

DOUGH  
N34°00.74' - W80°58.77'

COLLIERS  
113.9 IRQ  
Chan 86

COLUMBIA  
114.7 CAE  
Chan 94  
N33°51.44' - W81°03.23'  
L-23-24, H-9-12

STWRT  
N33°38.12' - W81°28.63'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross  
at 11000' and 250K.

TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect clearance to cross  
at or below 16000'.

PAANE  
N33°30.09' - W81°43.80'

AUGUSTA RGNL  
AT BUSH FIELD

COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . .

. . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

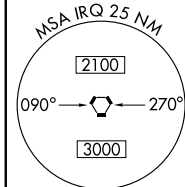
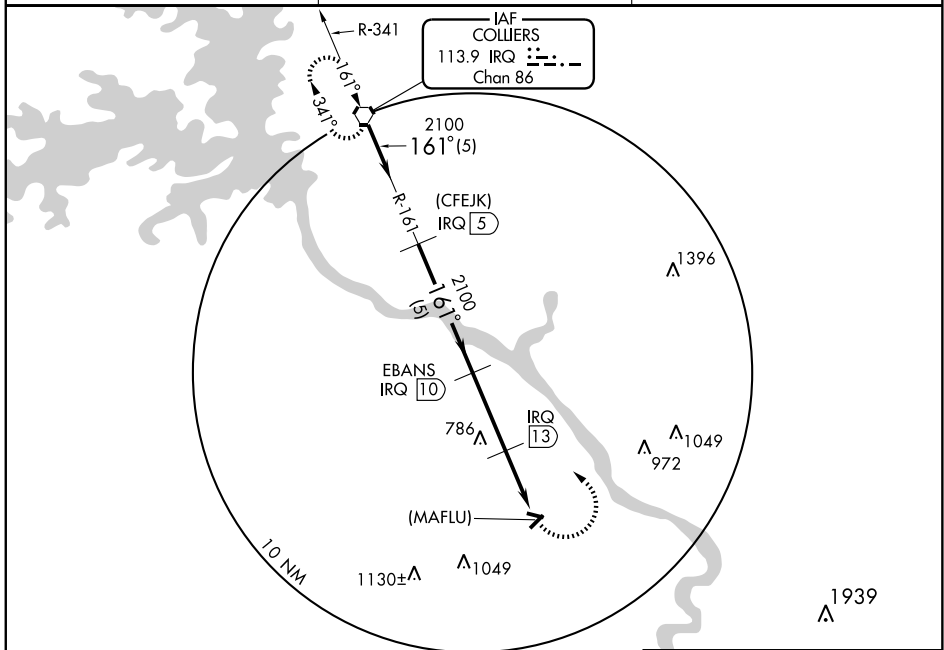
VORTAC IRQ <b>113.9</b> Chan <b>86</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>423</b>
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# VOR/DME or GPS-B



AUGUSTA/ DANIEL FIELD (DNL)

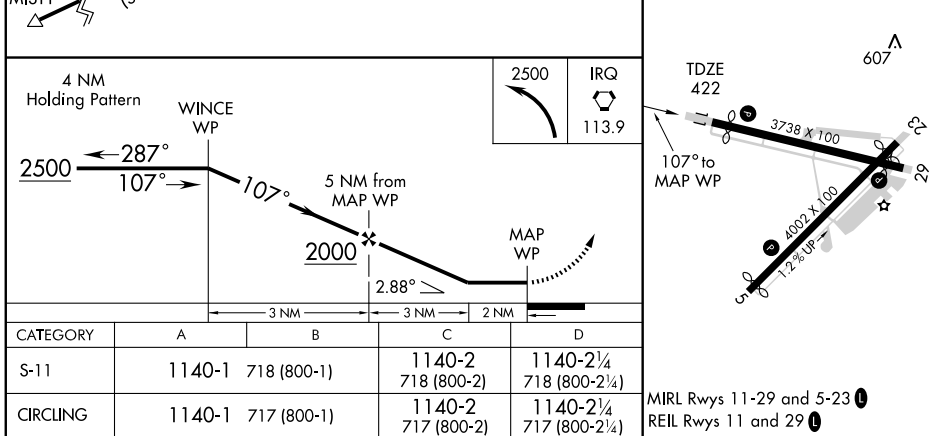
<b>NA</b> ASR	MISSED APPROACH: Climbing left turn to 2000 direct IRQ VORTAC and hold.
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ASOS <b>135.275</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	UNICOM <b>123.05 (CTAF) 0</b>
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<div><div>(CFEJK) IRQ 5</div><div>2100</div><div>Procedure Turn NA</div></div> <div><div>EBANS IRQ 10</div><div>2100</div><div>161°</div><div>1060</div><div>(MAFLU) IRQ 15.7</div></div> <div><div>2000</div><div>IRQ 113.9</div></div> <div><div>5 NM</div><div>3 NM</div><div>2.7</div></div>					<div><div>3738 X 100</div><div>4002 X 100</div><div>1.2% UP</div><div>MIRL Rwy 11-29 and 5-23</div><div>REIL Rws 11 and 29</div></div>						
CATEGORY	A		B	C	D						
CIRCLING	920-1		496 (500-1)	920-1½ 496 (500-1½)	1020-2 597 (600-2)	Knots	60	90	120	150	180
						Min:Sec					

 NA  ASR	MISSED APPROACH: Climbing left turn to 2500 direct IRQ VORTAC and hold.
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[illegible]



LOC I-BGE	APP CRS	Rwy Idg	5502
111.35	271°	TDZE	135
		Apt Elev	142

LOC/NDB RWY 27

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)



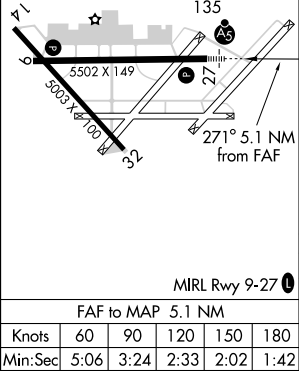
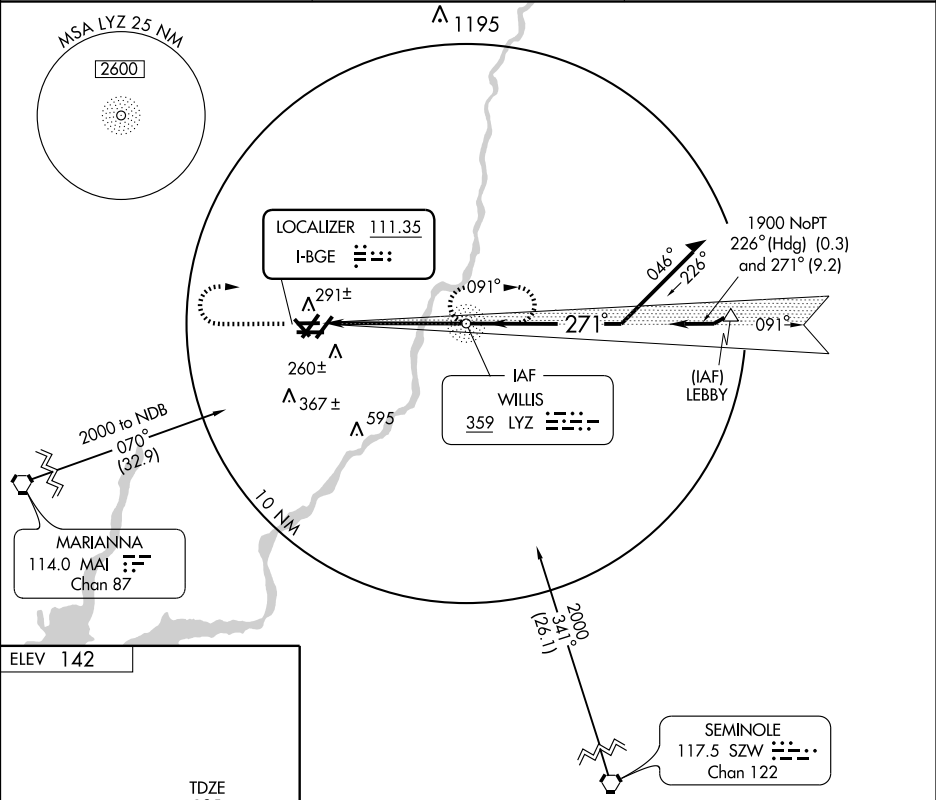
If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.


MALSR



MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.

AWOS 121.125	TALLAHASSEE APP CON★ 128.7 254.3	UNICOM 122.975 (CTAF) 0
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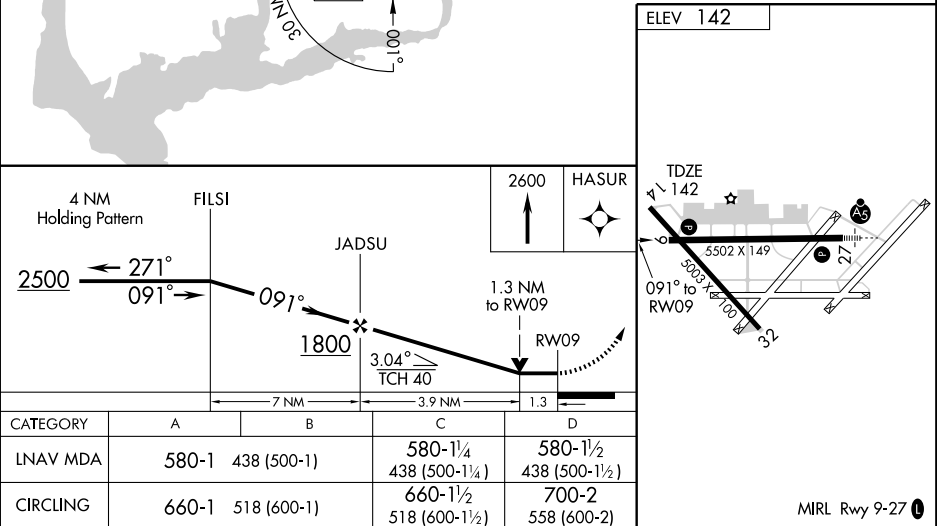
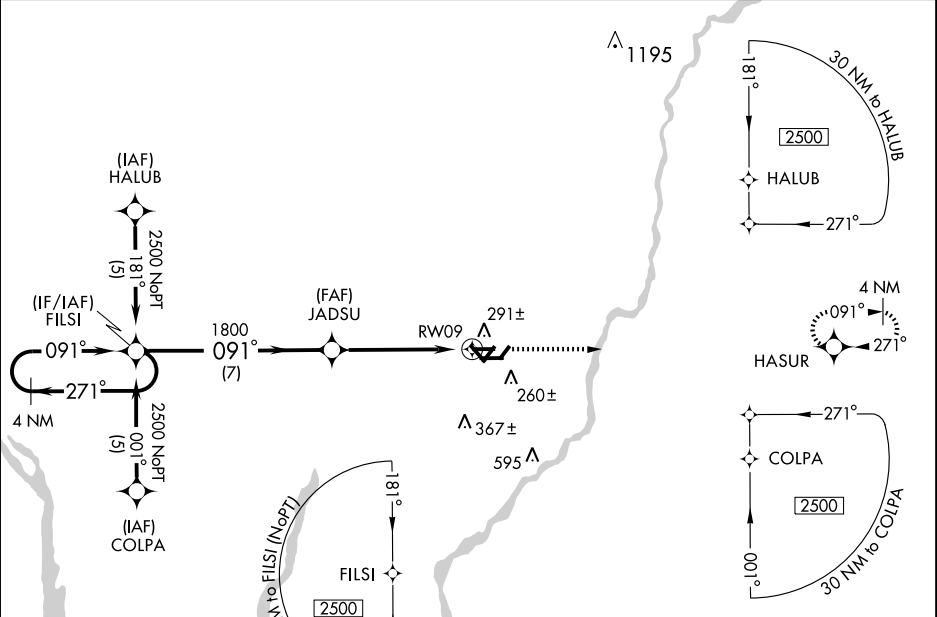
 <p>NDB</p> <p>1200</p> <p>1900</p> <p>LYZ 359</p> <p>091°</p> <p>271°</p> <p>1900</p> <p>3.17° TCH 41</p> <p>5.1 NM</p> <p>Remain within 10 NM</p>				
CATEGORY	A	B	C	D
S-27	540-1/2 405 (400-1/2)		540-3/4 405 (400-3/4)	
CIRCLING	660-1	518 (600-1)	660-1 1/2 518 (600-1 1/2)	700-2 558 (600-2)

APP CRS	Rwy Idg	5502
091°	TDZE	142
	Apt Elev	142

RNAV (GPS) RWY 9

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

<div><div><div>▼</div><div>▲</div></div><div>NA</div></div> <div>Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA with Tallahassee altimeter setting. If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.</div>	MISSED APPROACH: Climb to 2600 direct HASUR WP and hold.	
AWOS 121.125	TALLAHASSEE APP CON ★ 128.7 254.3	UNICOM 122.975 (CTAF) 0



APP CRS	Rwy Idg	5502
271°	TDZE	135
	Apt Elev	142

RNAV (GPS) RWY 27

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

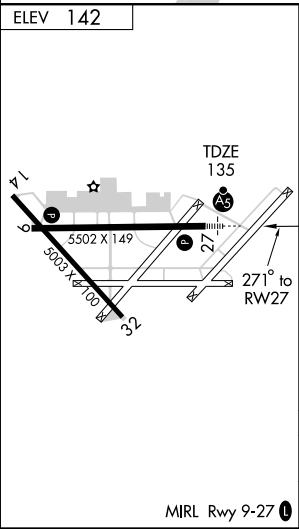
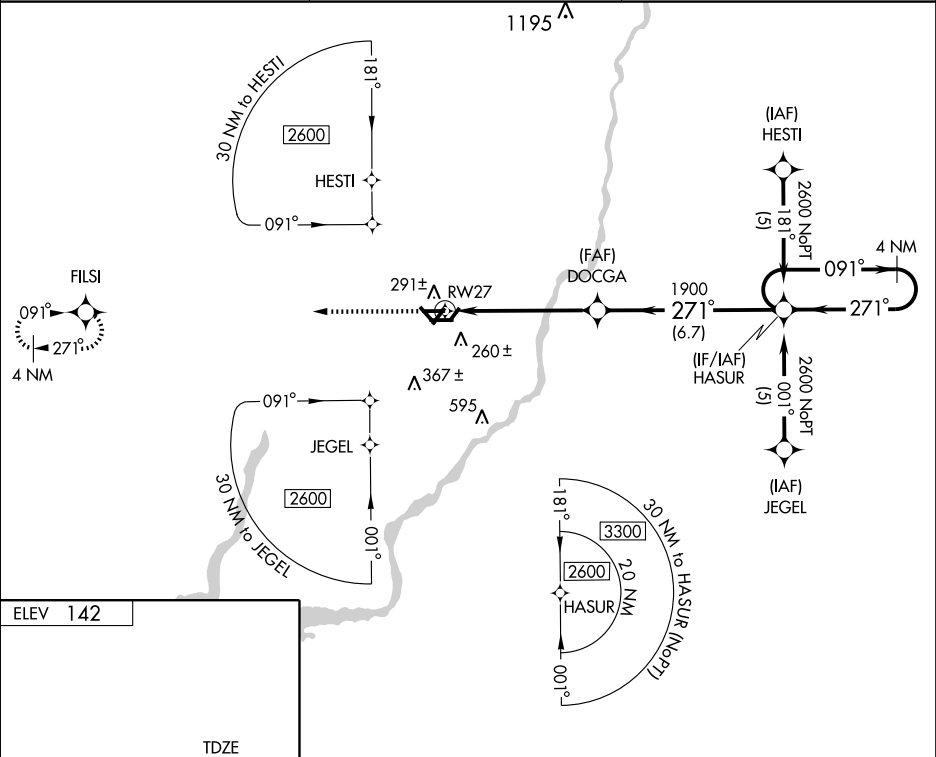
**▼**  
**▲** NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
For inoperative MALSRS increase Cat. D visibility to 1¼.  
If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.  
VDP NA with Tallahassee altimeter setting.

**MALSRS**

MISSED APPROACH: Climb to 2500 direct FILSI WP and hold.

AWOS <b>121.125</b>	TALLAHASSEE APP CON ★ <b>128.7 254.3</b>	UNICOM <b>122.975 (CTAF) ①</b>
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2500	FILSI	HASUR 4 NM Holding Pattern			
1.2 NM to RW27		DOCGA		271°	
RW27		1900		091° → 2600	
1.2		4.2 NM		6.7 NM	
CATEGORY	A	B	C	D	
LNAV MDA	540-1½	405 (400-½)	540-¾ 405 (400-¾)	540-1 405 (400-1)	
CIRCLING	660-1	518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)	

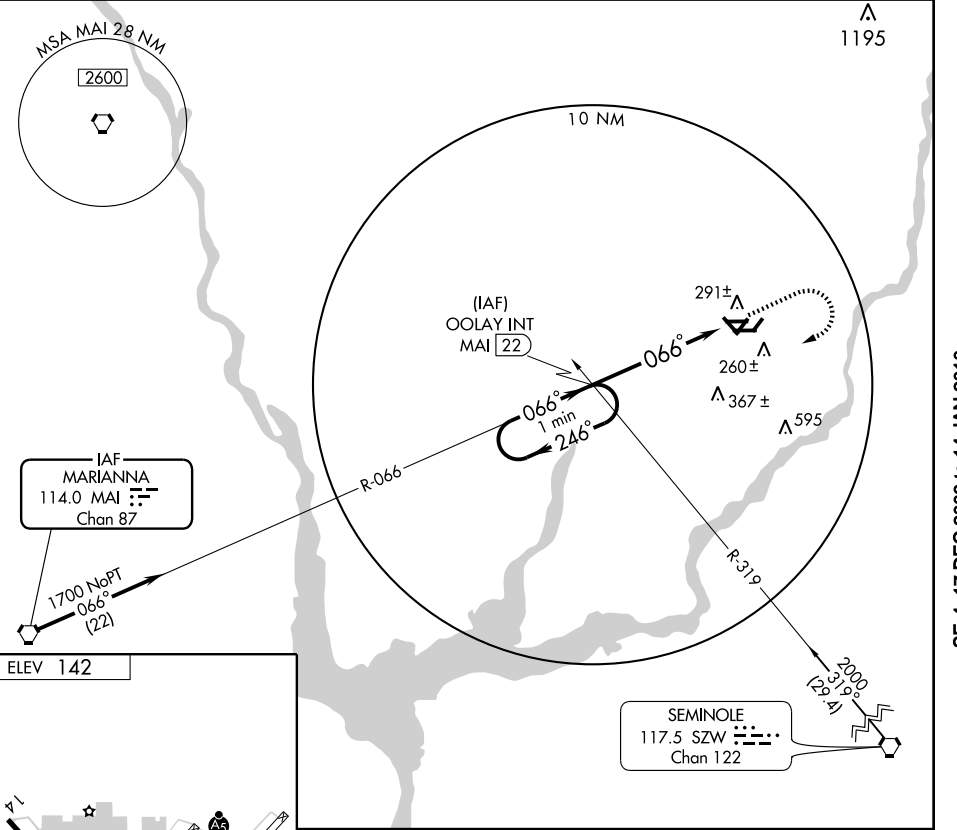
▼

▲ NA

If local altimeter setting not received, use Tallahassee  
Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200 then  
climbing right turn to 1700 via MAI R-066  
to OOLAY Int/MAI 22 DME and hold.

AWOS 121.125	TALLAHASSEE APP CON★ 128.7 254.3	UNICOM 122.975 (CTAF) 0
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<div> <div> <div>5502 X149</div> <div>3003 X120</div> <div>066° 5.2 NM from FAF</div> </div> <div> <div>5.2 NM</div> <div>066°</div> <div>MAI 27.2</div> </div> </div>					
<div> <div>One Minute Holding Pattern</div> <div>OOLAY INT MAI 22</div> <div>1200</div> <div>1700</div> <div>MAI R-066 114.0</div> <div>OOLAY INT MAI 22</div> <div>1700</div> <div>246°</div> <div>066°</div> <div>MAI 27.2</div> <div>5.2 NM</div> </div>					
<div> <div>FAF to MAP 5.2 NM</div> <div> <div>Knots</div> <div>60</div> <div>90</div> <div>120</div> <div>150</div> <div>180</div> </div> <div> <div>Min:Sec</div> <div>5:12</div> <div>3:28</div> <div>2:36</div> <div>2:05</div> <div>1:44</div> </div> </div>					
CATEGORY	A	B	C	D	
CIRCLING	660-1 518 (600-1)	660-1¼ 518 (600-1¼)	660-1½ 518 (600-1½)	700-2 558 (600-2)	

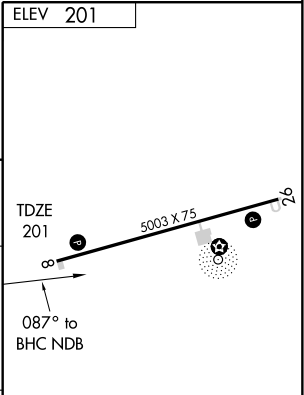
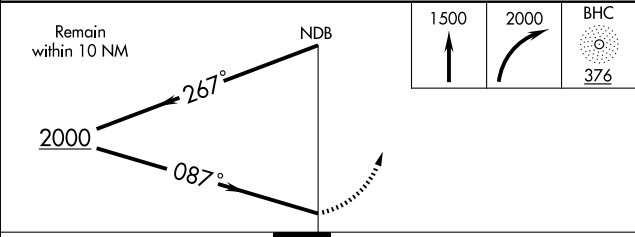
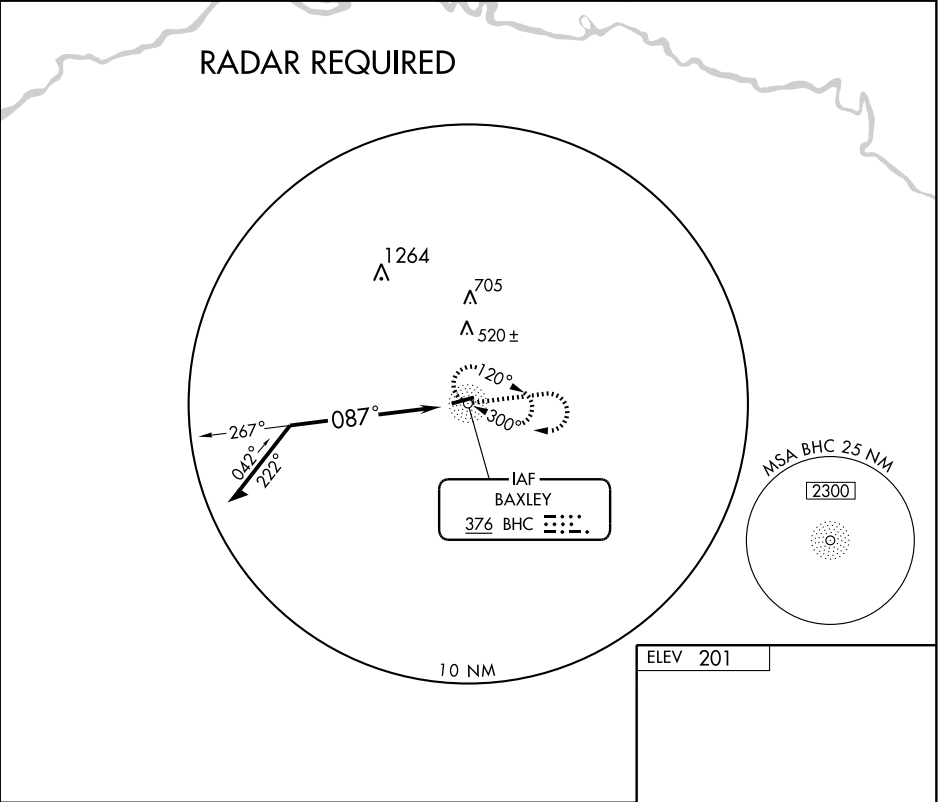
NDB	BHC	APP CRS	Rwy Idg	5003
376		087°	TDZE	201
			Apt Elev	201

NDB RWY 8  
BAXLEY MUNI (BHC)

If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet.  
Cat. D circling NA North of Rwy 8-26.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct BHC NDB and hold.

AWOS-A 376	JACKSONVILLE CENTER 132.3 290.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-8	700-1	499 (500-1)	700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	700-1	499 (500-1)	700-1½ 499 (500-1½)	760-2 559 (600-2)

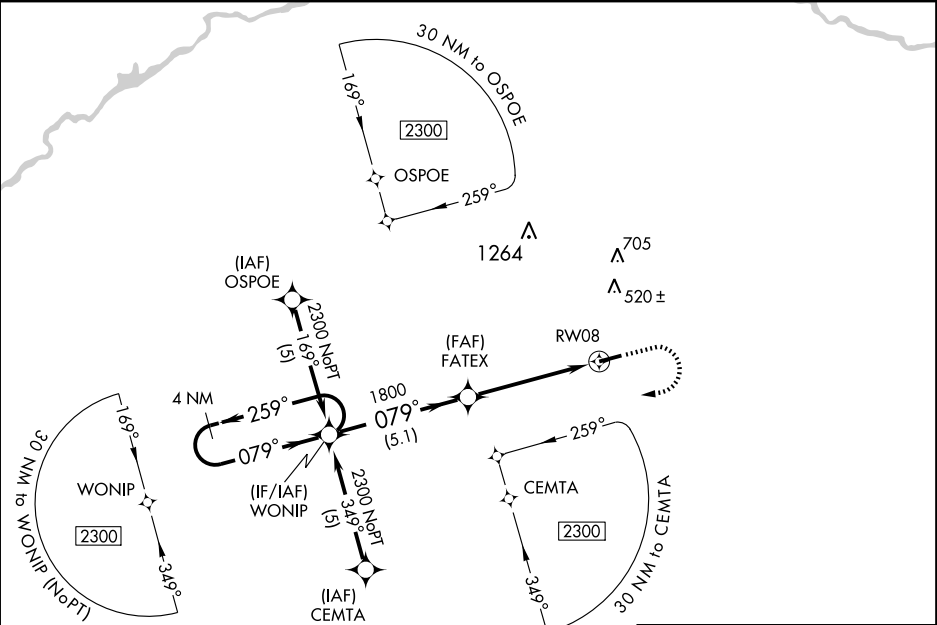
APP CRS	Rwy Idg	5003
079°	TDZE	201
	Apt Elev	201

RNAV (GPS) RWY 8  
BAXLEY MUNI(BHC)

**NA** If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Cat. D circling NA North of Rwy 8-26.  
DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct WONIP WP and hold.

AWOS-A 376	JACKSONVILLE CENTER 132.3 290.4	UNICOM 122.8(CTAF) 0
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ELEV 201				
CATEGORY	A	B	C	D
LNAV MDA	580-1 379 (400-1)			580-1¼ 379 (400-1¼)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

APP CRS <b>259°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>201</b> <b>201</b>
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RNAV (GPS) RWY 26  
BAXLEY MUNI(BHC)

**T**  
**A** NA

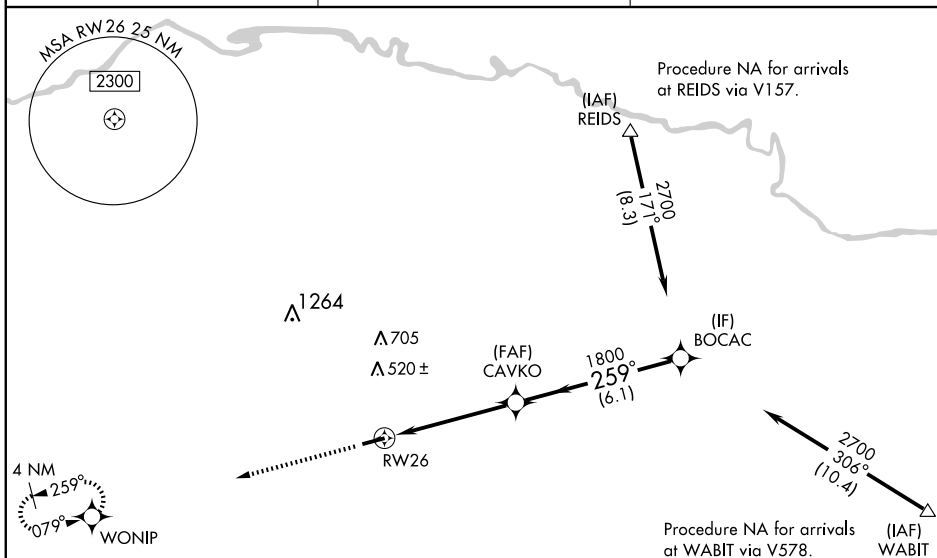
When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Circling NA for Cat. D North of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2300 direct WONIP and hold.

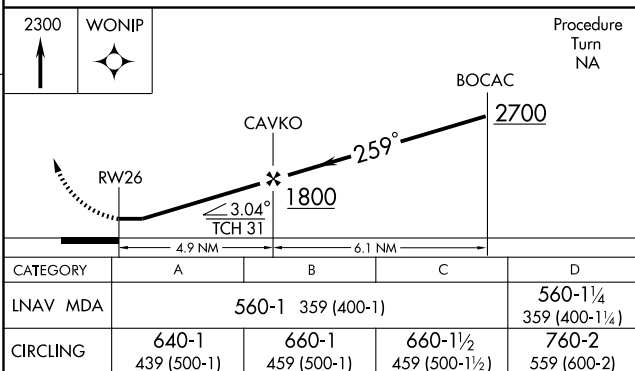
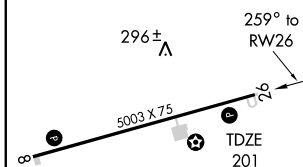
AWOS-A  
376

JACKSONVILLE CENTER  
132.3 290.4

UNICOM  
122.8 (CTAF) **L**



ELEV	201
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MIRL Rwy 8-26 **L**

LOC I-BIJ	APP CRS	Rwy Idg	5494
110.35	233°	TDZE	211
		Apt Elev	214

LOC/NDB RWY 23

BLAKELY/ EARLY COUNTY (BIJ)

**NA**

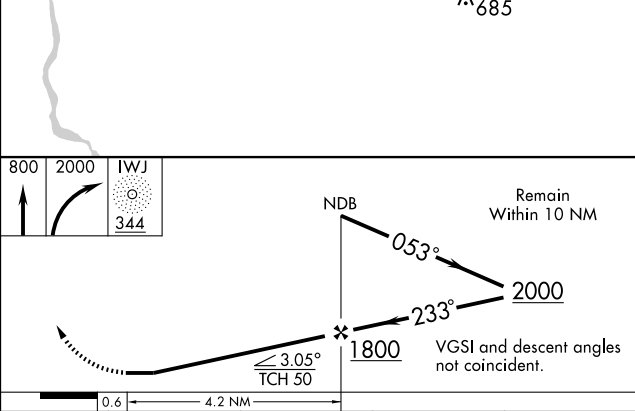
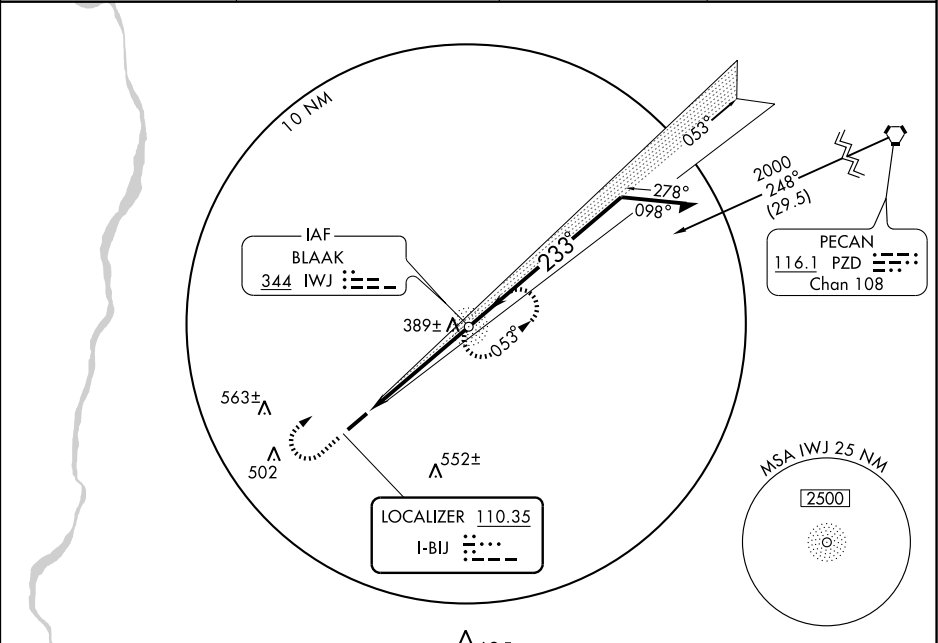
When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDAs 80 feet and S-23 Cat C visibility ¼ mile. Inoperative table does not apply to S-23 Cat C. Visibility reduction by helicopters NA.

**MALSF**

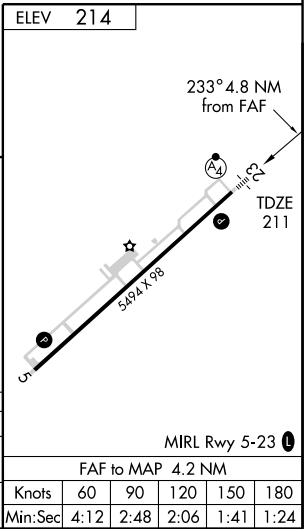
**A4**

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 direct IWJ NDB and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 0



CATEGORY	A	B	C	D
S-23	640-¾ 429 (500-¾)		640-1¼ 429 (500-1¼)	640-1½ 429 (500-1½)
CIRCLING	720-1 506 (600-1)		720-1½ 506 (600-1½)	780-2 566 (600-2)

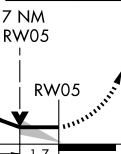
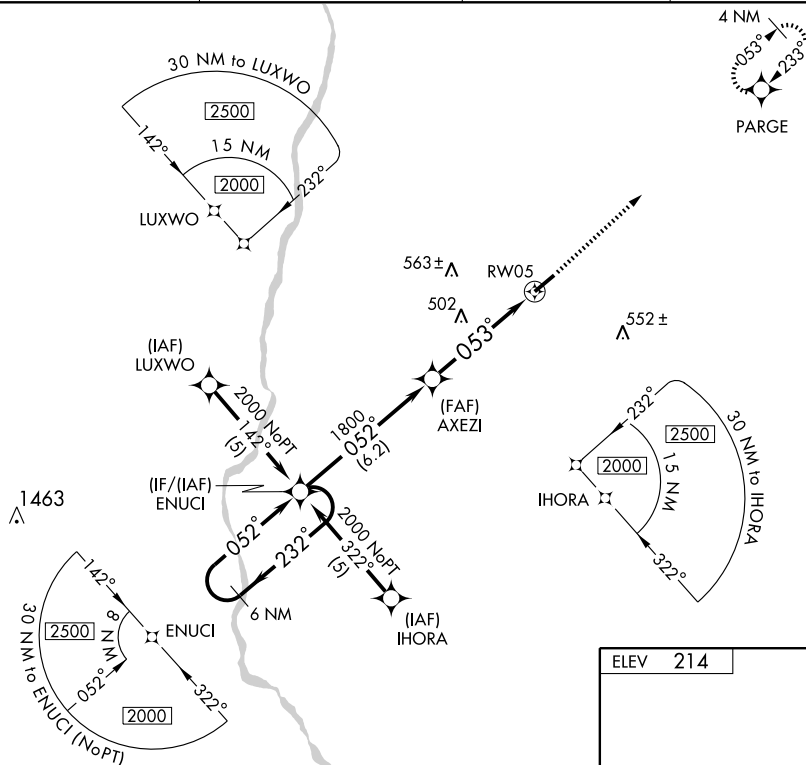




BLAKELY/ EARLY COUNTY (BIJ)

MISSED APPROACH: Climb to 2000  
direct PARGE WP and hold.

CTAF  
122.9 **L**



ELEV 214

504 X 98

TDZE 214

053° to RW05

MRL Rwy 5-23

APP CRS	Rwy Idg	5494
233°	TDZE	211
	Apt Elev	214

# RNAV (GPS) RWY 23

BLAKELY/ EARLY COUNTY (BIJ)

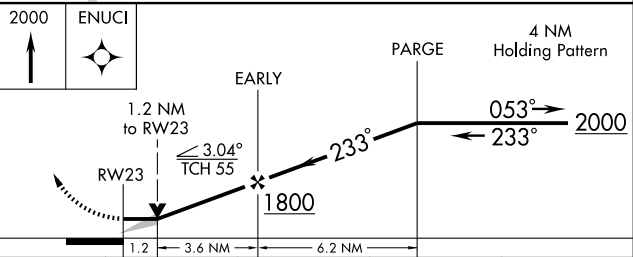
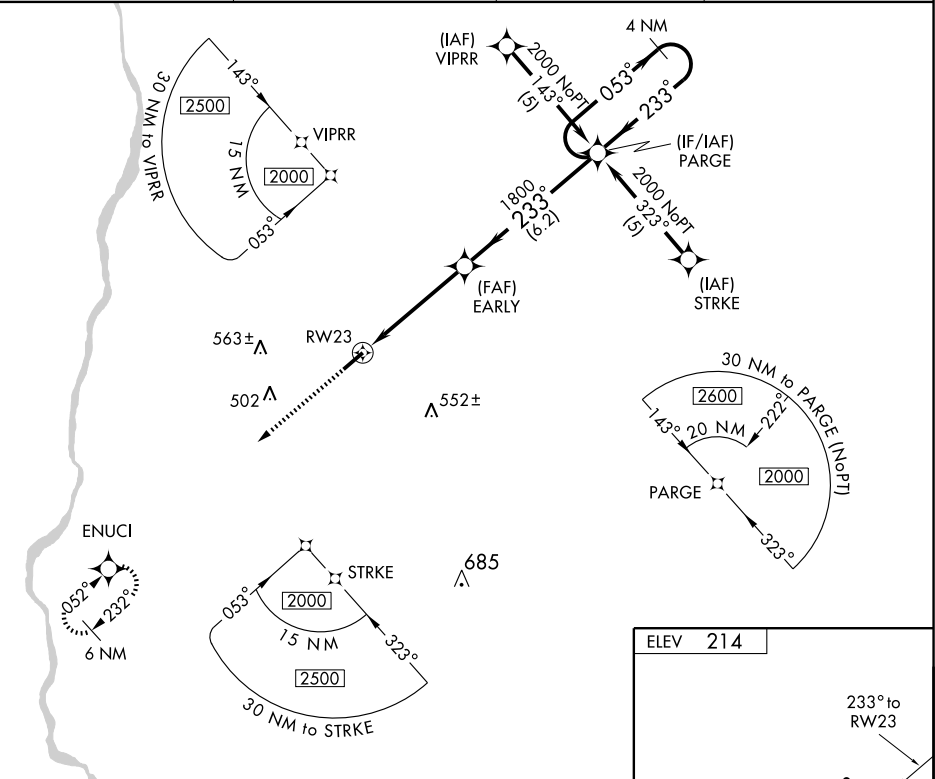
**NA**

If local altimeter setting not received, use Cairns AAF, AL altimeter setting and increase all MDAs 120 feet. VDP NA when using Cairns AAF altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

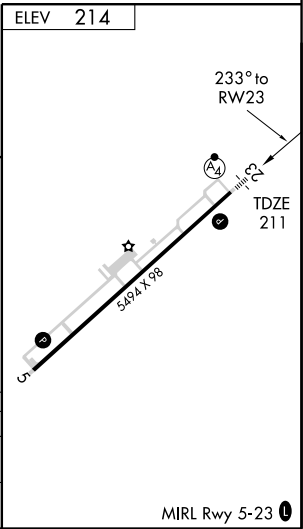
**MALSF**

**MISSED APPROACH:** Climb to 2000 direct ENUCI and hold.

AWOS-3 <b>118.475</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	GCO <b>121.725</b>	CTAF <b>122.9 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	640-¾ 429 (500-¾)	640-1¼ 429 (500-1¼)	640-1½ 429 (500-1½)	640-1½ 429 (500-1½)
CIRCLING	720-1 506 (600-1)	720-1½ 506 (600-1½)	780-2 566 (600-2)	780-2 566 (600-2)



ILS or LOC RWY 7  
BRUNSWICK GOLDEN ISLES (BQK)

MALSR

**MISSED APPROACH:** Climb to 3000 via heading 069° and via SSI VORTAC R-018 to BROUN/SSI 25.3 DME and hold.

MSA SSI 25 NM

2700

115.1 AMG  
Chan 98

BROWN  
SSI 25.3

LOCALIZER 108.5  
I-BQK

279

386

130±

140±

069°

249°

1 min

1700 NoPT  
069° (7.5)

(IF/IAF)  
BERTT

249°

539

(IAF)  
YOKHO INT  
SSI 11.9

R-332

R-302

10 NM

227±

435

510

R-018

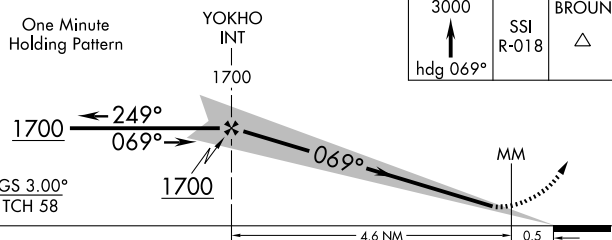
BRUNSWICK  
109.8 SSI  
Chan 35

ELEV 26

1700  
332°  
(11.9)

Procedure NA for arrivals  
at BERTT INT via V362  
northwest bound.

Procedure NA for arrivals  
at BERTT INT via V362  
northwest bound.



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

▼

▲

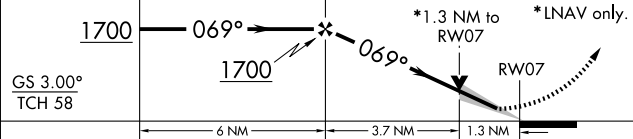
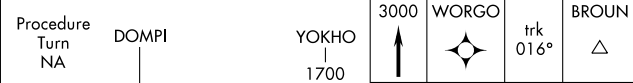
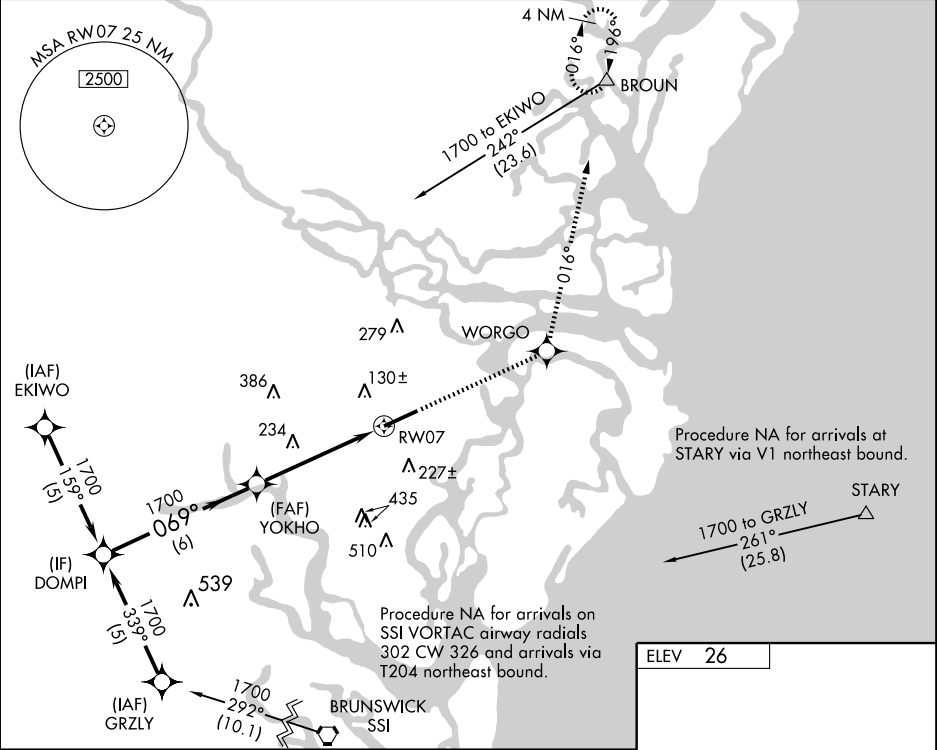
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet.

MALSR

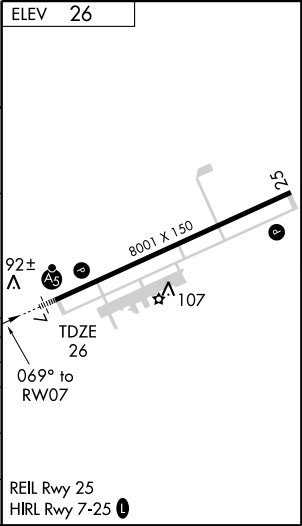
A5

MISSED APPROACH: Climb to 3000 direct WORG0 and via track 016° to BROUN and hold.

AWOS-3 120.025	JACKSONVILLE CENTER 126.75 277.4	CLNC DEL 126.75 277.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	226-1/2		200 (200-1/2)	
LNAV/VNAV DA	384-3/4		358 (400-3/4)	
LNAV MDA	500-1/2 474 (500-1/2)		500-3/4 474 (500-3/4)	500-1 474 (500-1)
CIRCLING	540-1 514 (600-1)		540-1 514 (600-1/2)	580-2 554 (600-2)





▼

▲

When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

AWOS-3 120.025	JACKSONVILLE CENTER 126.75 277.4	CLNC DEL 126.75 277.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Jacksonville  
Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000  
direct RIYSA WP and hold.

ASOS 120.025	JACKSONVILLE CENTER 126.75 277.4	UNICOM 123.05 (CTAF) 0
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The main chart displays the RNAV (GPS) RWY 4 approach. Key features include:

- Waypoints:** HETOP (539 A), VIXRY (12 NM NoPT), YATGY (1600, 5.2 NM), FODEX (154± A), and RIYSA (221° to 4 NM).
- Altitudes:** 2000, 2700, 1600, 154±, 145, 91±, 86±, 51±, 113, 104±.
- Angles:** 131°, 221°, 311°, 041°, 030°.
- Distances:** 30 NM to HETOP, 30 NM to FODEX, 30 NM to VIXRY (NoPT), 4 NM, 5.2 NM, 4.8 NM.
- Obstacles:** 510 A, 382 A, 484± A, 122 A.
- Procedures:** (IAF) HETOP, (IAF) VIXRY, (FAF) YATGY, (IAF) FODEX.

4 NM  
Holding Pattern

2000

221°

041°

041°

041°

YATGY

1600

3.04°

TCH 36

RW04

5.2 NM

4.8 NM

VGSI and descent  
angles not coincident.

ELEV 19

D

104± A

51± A

113

331° x 35

154±

91±

TDZE 16

145

86±

041° to RW04

5800 x 100

RIYSA

CATEGORY	A	B	C	D
LNAV MDA	420-1	404 (500-1)	420-1¼	404 (500-1¼)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-½)	580-2 561 (600-2)

MIRL Rwy 4-22 and 16-34 0

SE-4, 17 DEC 2009 to 14 JAN 2010

NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct VIXRY WP and hold.

ASOS 120.025	JACKSONVILLE CENTER 126.75 277.4	UNICOM 123.05 (CTAF) <b>D</b>
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ELEV 19 <b>D</b>		<div> <div>2000</div> <div>VIXRY</div> </div> <div> <div>4 NM</div> <div>Holding Pattern</div> </div> <div> <div>RW22</div> <div>KAXFY</div> <div>RIYSA</div> <div>2000</div> <div>1600</div> <div>4.7 NM</div> <div>5.3 NM</div> <div>3.05° TCH 54</div> <div>221°</div> <div>041°</div> <div>221°</div> <div>041°</div> <div>VGSI and descent angles not coincident.</div> </div>			
CATEGORY	A	B	C	D	
LNAV MDA	460-1	443 (500-1)	460-1½ 443 (500-1½)	460-1½ 443 (500-1½)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)	

TDZE 17

104±

51±

90±

5800 x 100

3313 x 35

154±

91±

145

86±

221° to RW22

041°

221°

MIRL Rwy 4-22 and 16-34 **D**

SE-4, 17 DEC 2009 to 14 JAN 2010

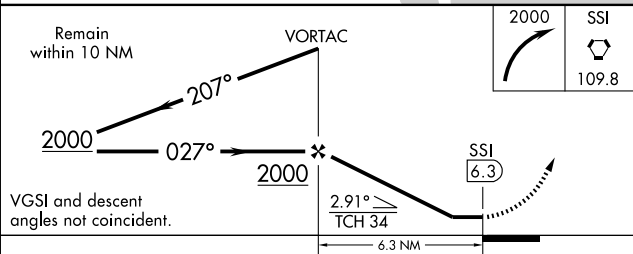
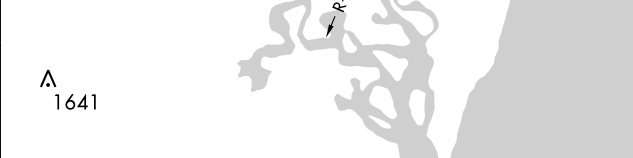
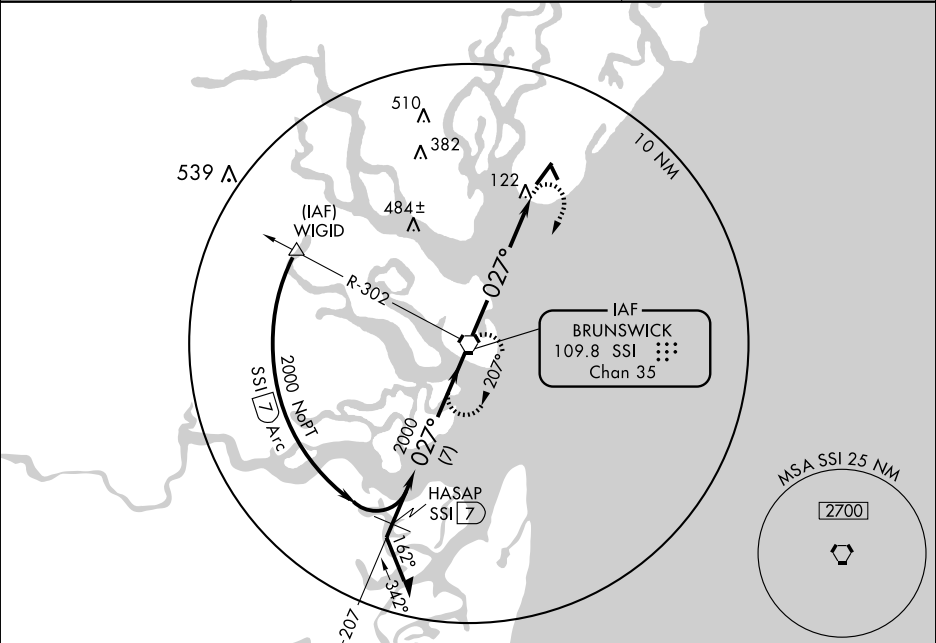


VORTAC SSI	APP CRS	Rwy Idg	4798
109.8	027°	TDZE	16
Chan 35		Apt Elev	19

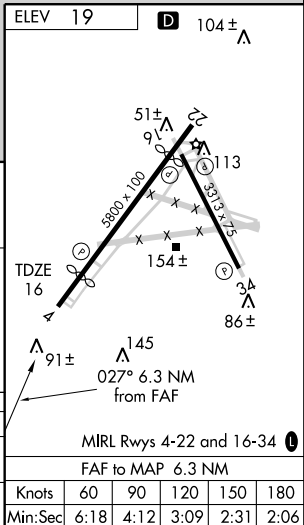
**▼** If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 100 ft.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold.

ASOS 120.025	JACKSONVILLE CENTER 126.75 277.4	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	500-1	484 (500-1)	500-1¼ 484 (500-1¼)	500-1½ 484 (500-1½)
CIRCLING	500-1	481 (500-1)	500-1½ 481 (500-1½)	580-2 561 (600-2)



**MISSED APPROACH:** Climb to 3000 direct VOTUC and hold.

THOMASTON AWOS-3  
133.975

ATLANTA APP CON  
124.2 279.6

CTAF  
122.9 L

Procedure NA for arrivals at POTAR  
via V243 Southeast bound.

3000 to JUNKU  
332°  
(18.9)

MSA RW18 25 NM

3500

$$^{128}_{54}\text{Xe}$$

MISSED APCH FIX

ELEV 667

183° to  
PW/18

5 NM  
Holding Pattern

JUNKU

3000 ← 003°

VGSI and descent  
angles not coincident.

2300

TCH 4

3000	VOTUC
------	-------

TDZE  
653 $779 \pm \Delta$ 

000 X 75

180

2

(P)

 $\times 180$ 
$$768 \pm$$

CATEGORY	6.2 NM		5 NM	
	A	B	C	D
LNAV MDA	1140-1	487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

MIRL Rwy 18-36 **L**

RNAV (GPS) RWY 36  
BUTLER MUNI (6A1)

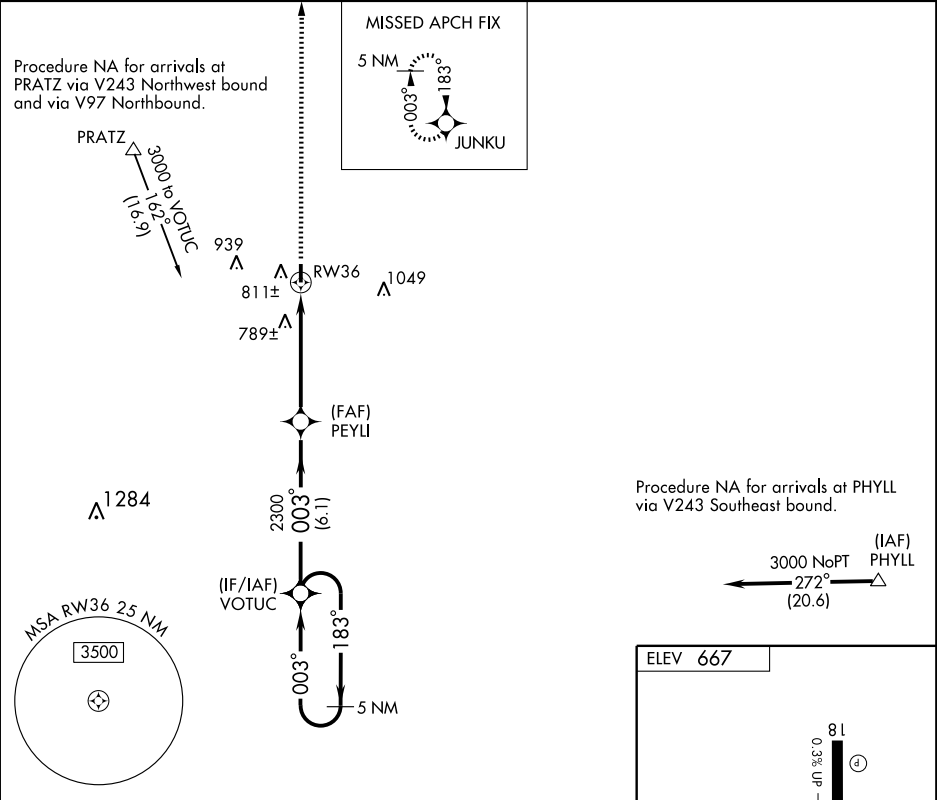
APP CRS	Rwy Idg	4000
003°	TDZE	653
	Apt Elev	667

NA

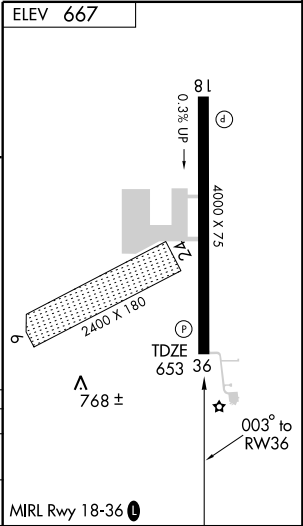
Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

THOMASTON AWOS-3 133.975	ATLANTA APP CON 124.2 279.6	CTAF 122.90
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3000 JUNKU	5 NM Holding Pattern			
RW36	PEYLI	VOTUC	183° 3000	
≤ 3.05° TCH 40		2300	003°	
5 NM		6.1 NM	VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D
LNAV MDA	1200-1	547 (600-1)	1200-1½ 547 (600-1½)	1200-1¾ 547 (600-1¾)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)



NDB CYR  
338

APP CRS  
134°

Rwy Idg	<b>4000</b>
TDZE	<b>264</b>
Apt Elev	<b>264</b>

NDB RWY 13

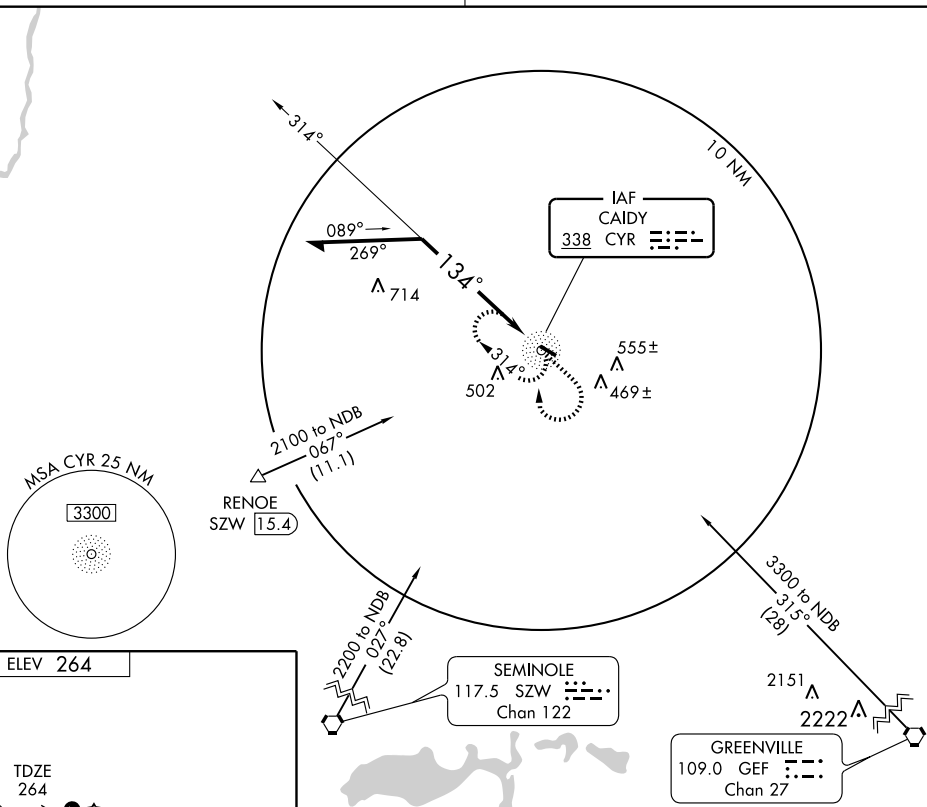
CAIRO-GRADY COUNTY (70J)



Use Moultrie altimeter setting, when not received use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility  $\frac{1}{4}$  mile Cats. C and D.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.

TALLAHASSEE APP CON ★  
128.7 254.3

UNICOM  
122.7 (CTAF) **L**

SE-4, 17 DEC 2009 to 14 JAN 2010

Remain  
within 10 NM

NDB

1900'

VGSI and descent angles not coincident.

1500

3000

CYR

338

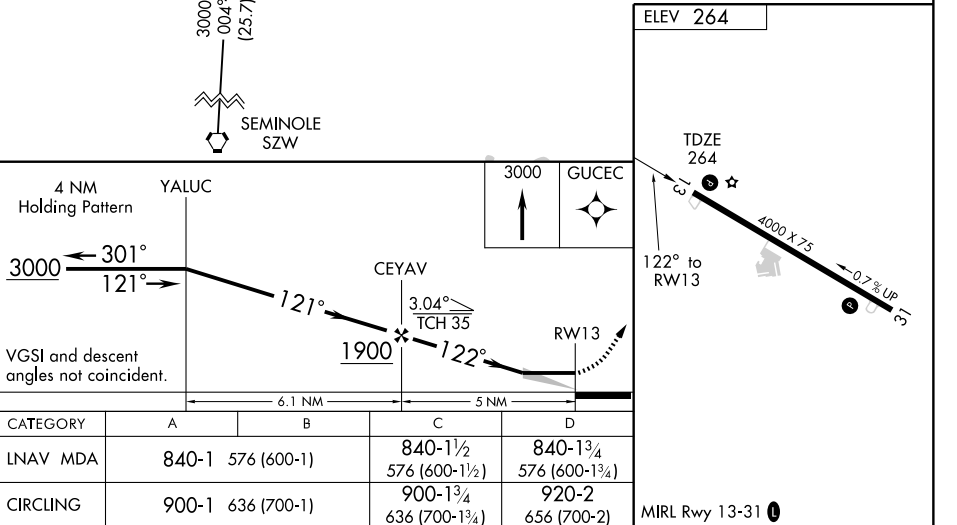
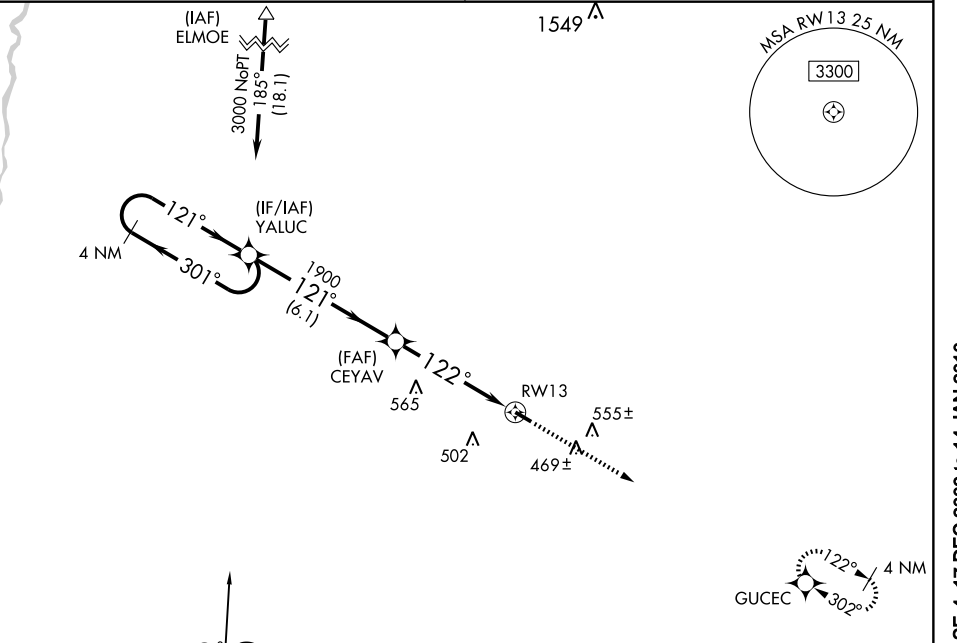
CATEGORY	A	B	C	D
S-13	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)
CIRCLING	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)

**NA**
DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cots C and D ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct GUCEC and hold.

TALLAHASSEE APP CON ★  
**128.7 254.3**

UNICOM  
**122.7 (CTAF)**



SE-4, 17 DEC 2009 to 14 JAN 2010



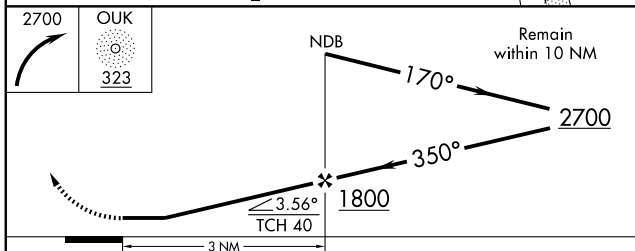
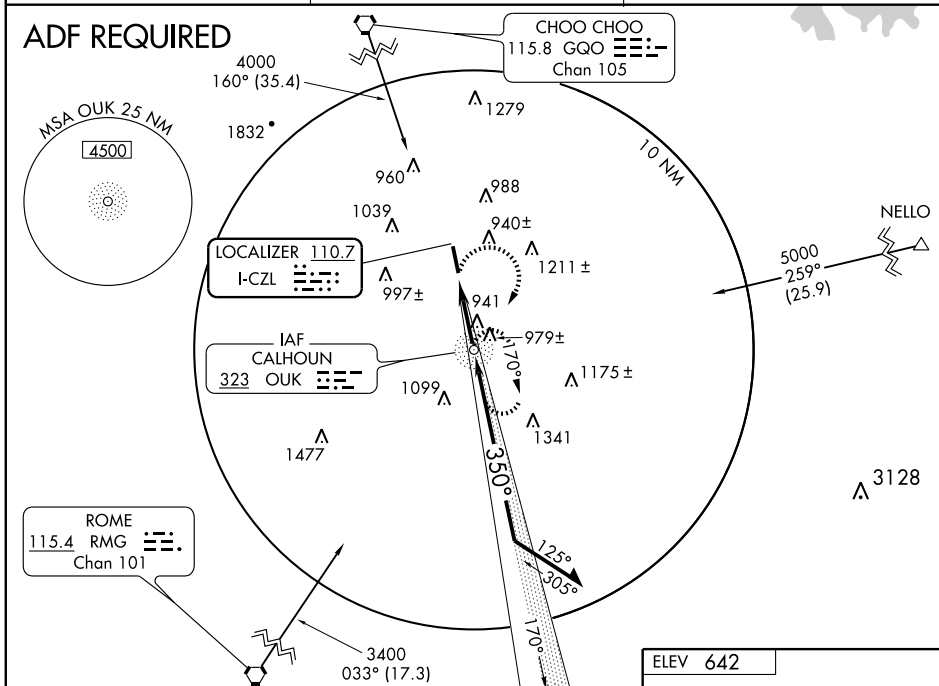
LOC I-CZL <b>110.7</b>	APP CRS <b>350°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>642</b> <b>642</b>
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# LOC RWY 35

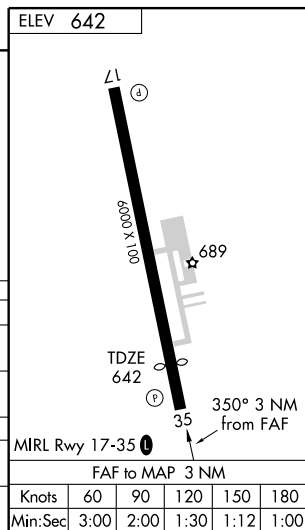
CALHOUN/TOM B. DAVID FIELD (CZL)

<b>▼</b> <b>▲ NA</b>	Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting.	MISSED APPROACH: Climbing right turn to 2700 direct OUK NDB and hold.
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AWOS-3 <b>119.975</b>	ATLANTA CENTER <b>133.8 353.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-35	1240-1	598 (600-1)	1240-1½ 598 (600-1½)	1240-1¾ 598 (600-1¾)
CIRCLING	1340-1	698 (700-1)	1340-2 698 (700-2)	1520-2¾ 878 (900-2¾)
ROME ALTIMETER SETTING MINIMUMS				
S-35	1280-1	638 (700-1)	1280-1¾ 638 (700-1¾)	1280-2 638 (700-2)
CIRCLING	1380-1	738 (800-1)	1380-2 738 (800-2)	1560-3 918 (1000-3)



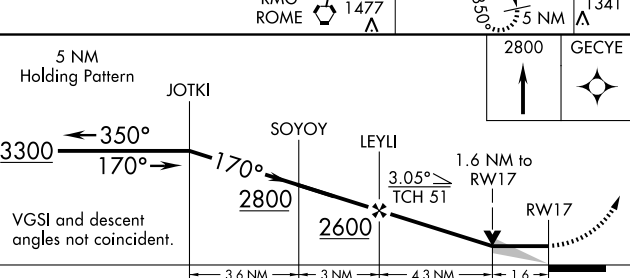
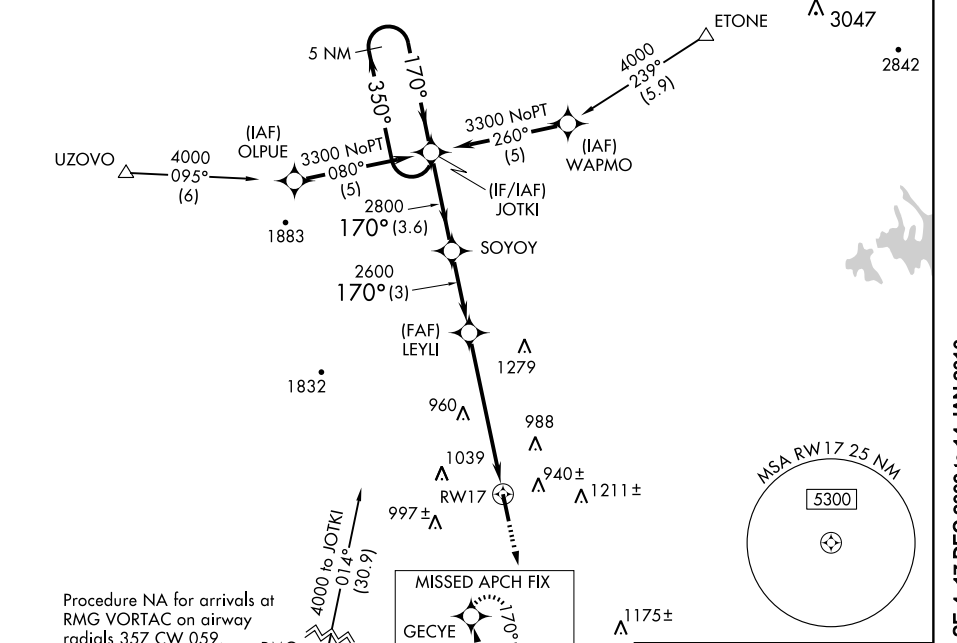
▼

▲ NA

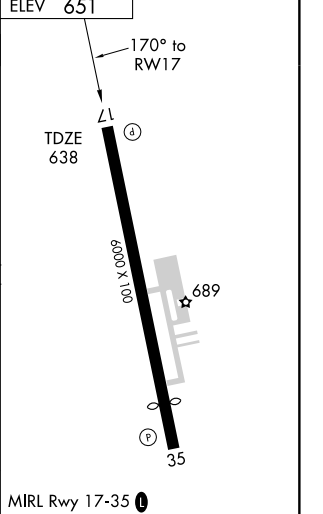
DME/DME RNP-0.3 NA. Obtain local altimeter on CTAF; if not  
flying use Rome altimeter setting. VDP NA with Rome  
altimeter setting.

MISSED APPROACH: Climb to  
2800 direct GECYE and hold.

AWOS-3 119.975	ATLANTA CENTER 133.8 353.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1380-1 742 (800-1)	1380-1¼ 742 (800-1¼)	1380-2¼ 742 (800-2¼)	1380-2½ 742 (800-2½)
CIRCLING	1380-1 729 (800-1)	1380-1¼ 729 (800-1¼)	1380-2¼ 729 (800-2¼)	1420-2½ 769 (800-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 902 (900-1¼)	1540-2¾ 902 (900-2¾)	1540-2¾ 902 (900-2¾)	1540-3 902 (900-3)
CIRCLING	1540-1¼ 889 (900-1¼)	1540-2¾ 889 (900-2¾)	1540-2¾ 889 (900-2¾)	1580-3 929 (1000-3)

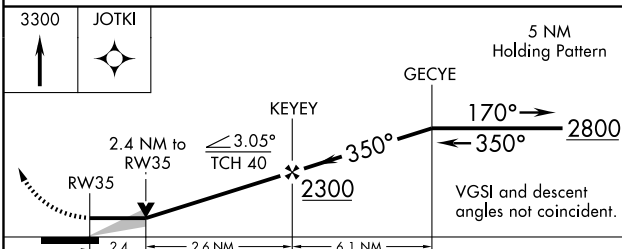
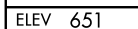


SE-4, 17 DEC 2009 to 14 JAN 2010



**MISSED APPROACH:** Climb to 3300 direct JOTKI and hold.

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
CIRCLING	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3 969 (1000-3)	
CIRCLING	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3 969 (1000-3)	



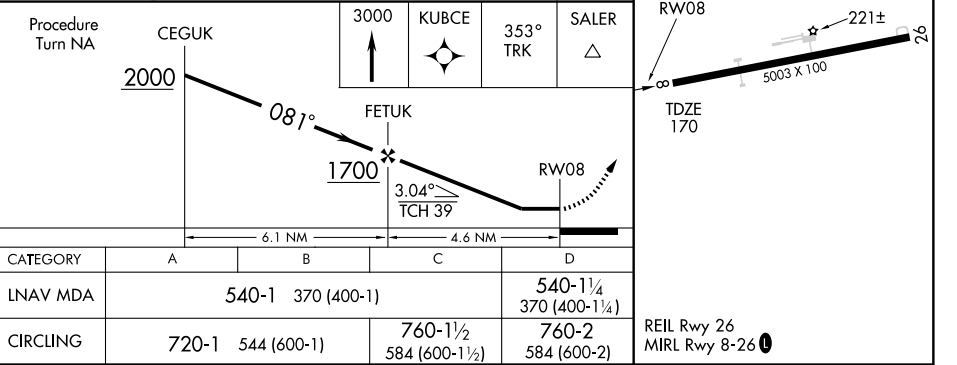
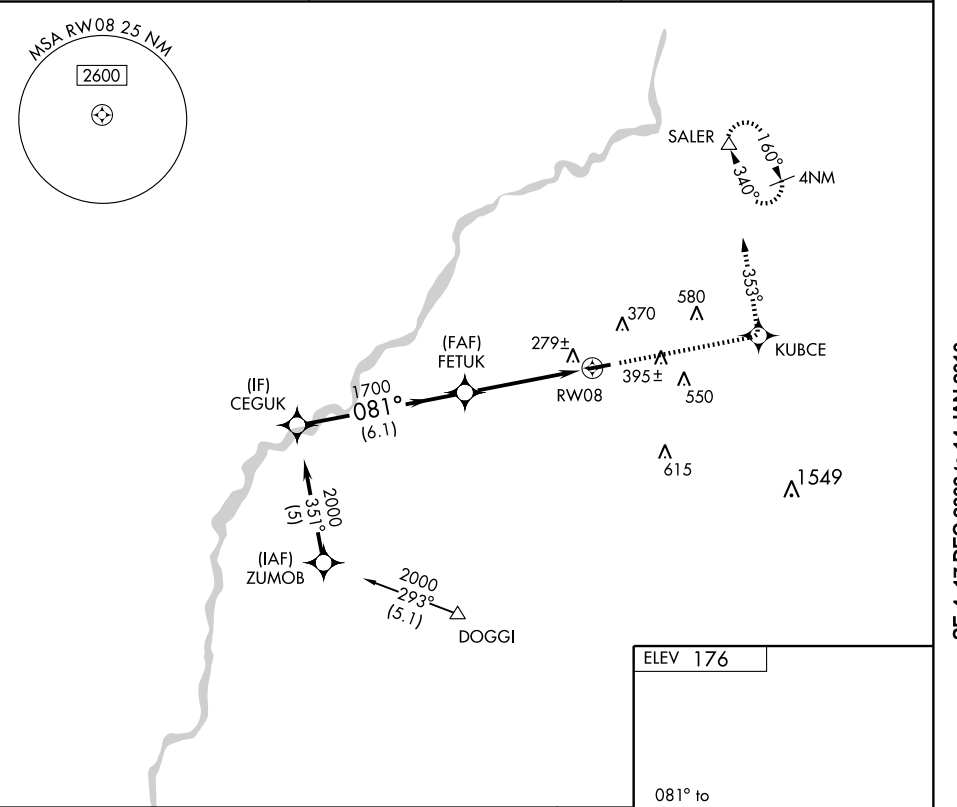
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KUBCE and via 353° track to SALER and hold.

AWOS-A 369	JACKSONVILLE CENTER 125.75 226.8	UNICOM 122.8 (CTAF) 
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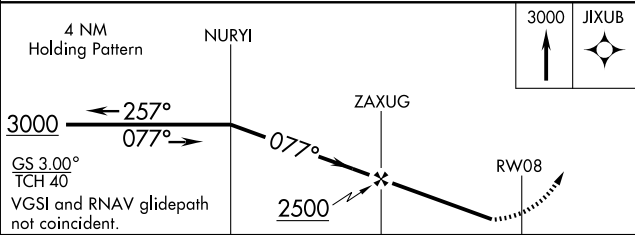
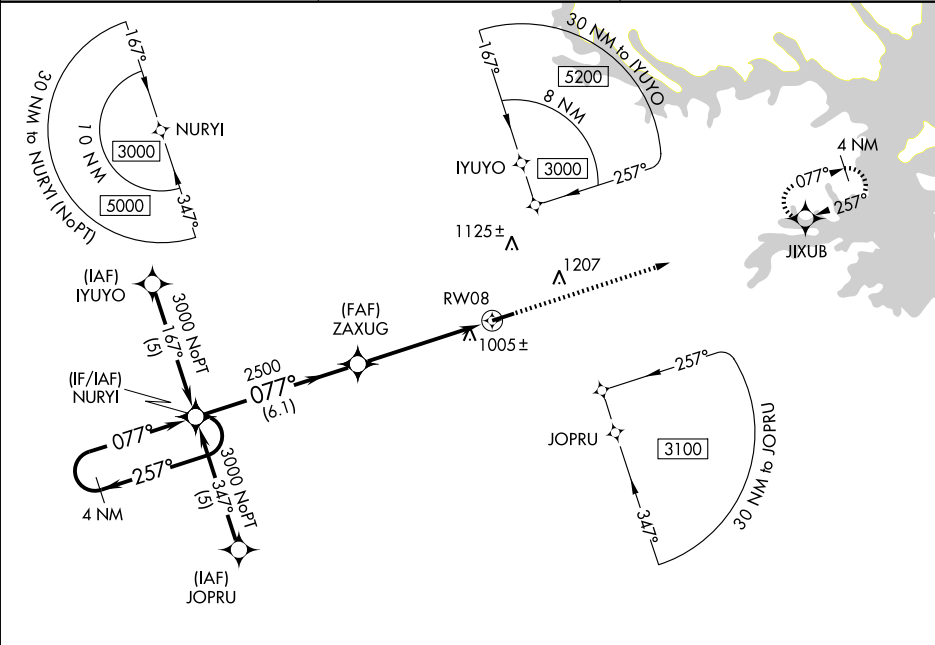


WAAS CH <b>69308</b> <b>W08A</b>	APP CRS <b>077°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>852</b> <b>890</b>
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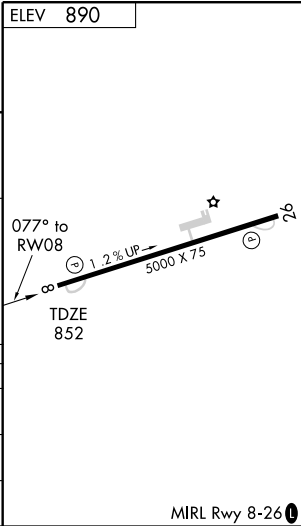
**RNAV (GPS) RWY 8**  
CANON/ FRANKLIN COUNTY (18A)

<b>NA</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all DA/MDA 20 feet, increase LPV all Cats. visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct JIXUB and hold.
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TOCCOA AWOS-3 <b>119.625</b>	ATLANTA CENTER ★ <b>127.5 316.05</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
LPV DA	1202-1¼	350 (400-1¼)		
LNAV MDA	1320-1 468 (500-1)	1320-1¼ 468 (500-1¼)	1320-1½ 468 (500-1½)	
CIRCLING	1380-1 490 (500-1)	1380-1½ 490 (500-1½)	1580-2¼ 690 (700-2¼)	





NDB RWY 4

CANTON/ CHEROKEE COUNTY (47A)

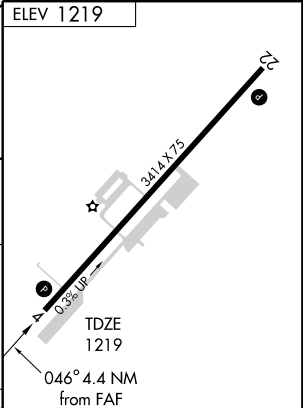
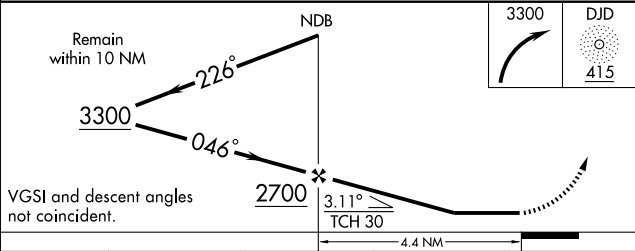
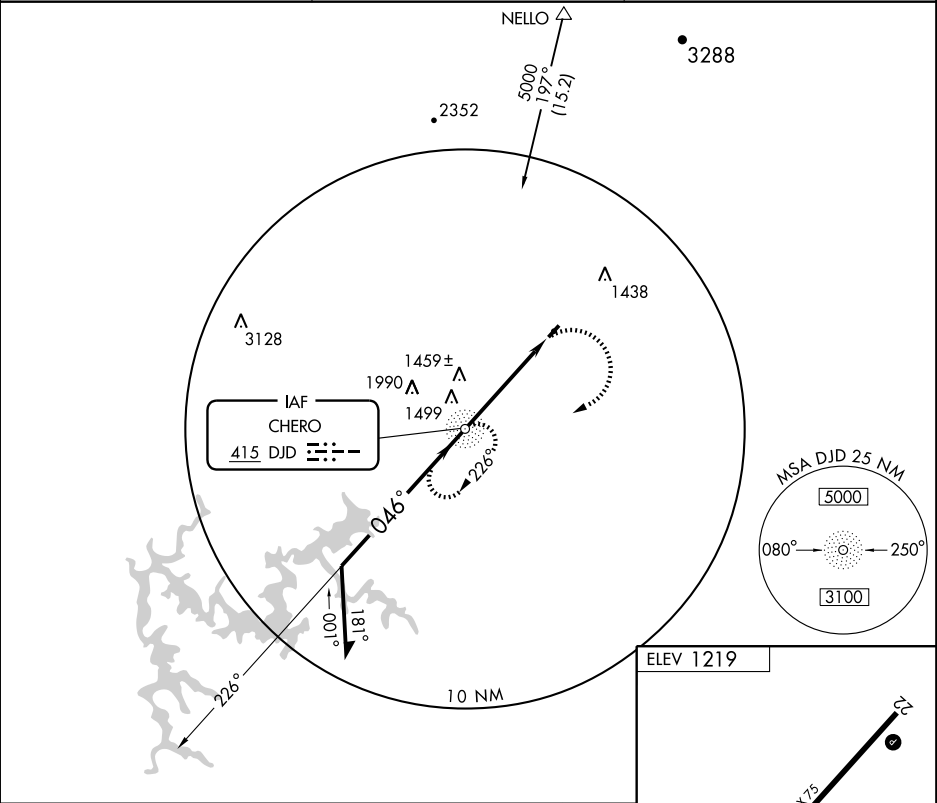
NDB	DJD	APP CRS	Rwy Idg
415		046°	3414
			TDZE 1219
			Apt Elev 1219

**▼**  
**▲ NA**

When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet, and all Cat. C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3300 direct DJD NDB and hold.

AWOS-3 119.825	ATLANTA APP CON 121.0 268.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA
CIRCLING	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA

MIRL Rwy 4-22 0					
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

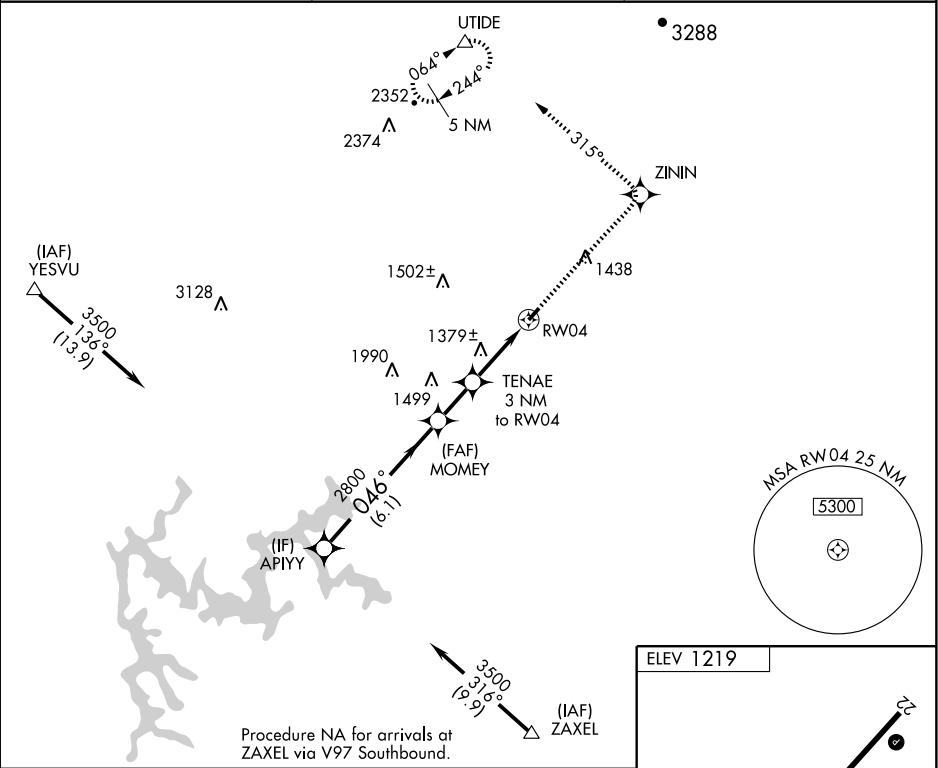
WAAS CH <b>56605</b> <b>W04A</b>	APP CRS <b>046°</b>	Rwy Idg <b>3414</b> TDZE <b>1219</b> Apt Elev <b>1219</b>
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**RNAV (GPS) RWY 4**  
CANTON/ CHEROKEE COUNTY (47A)

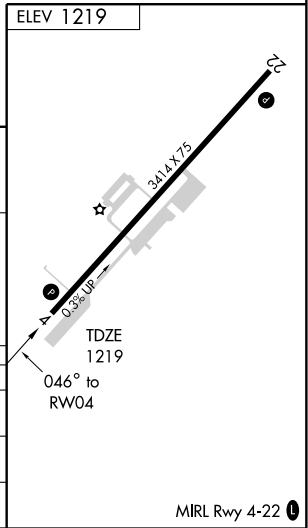
**T** DME/DME RNP-0.3 NA. VDP NA when using Marietta alimeter setting. When local alimeter setting not received, use Marietta alimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile and LNAV Cat C ½ mile.  
**Δ** NA

**MISSED APPROACH:** Climb to 6000 direct ZININ and via 315° track to UTIDE and hold, continue climb-in-hold to 6000.

AWOS-3 <b>119.825</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure Turn NA	APIYY	MOMIEY	TENAE 3 NM to RW04	ZININ	TRK 315°	UTIDE
3500	2800	*2180	*1.5 NM to RW04	6000		
GS 3.00° TCH 30						
VGSI and RNAV glidepath not coincident.						
	6.1 NM	1.9 NM	1.5 NM	1.5 NM		
CATEGORY	A	B	C	D		
LPV DA	1469-1		250 (300-1)		NA	
LNAV MDA	1640-1	421 (500-1)	1640-1¼ 421 (500-1¼)		NA	
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)		NA	





APP CRS	Rwy Idg	<b>3414</b>
<b>226°</b>	TDZE	<b>1219</b>
	Apt Elev	<b>1219</b>

# RNAV (GPS) RWY 22

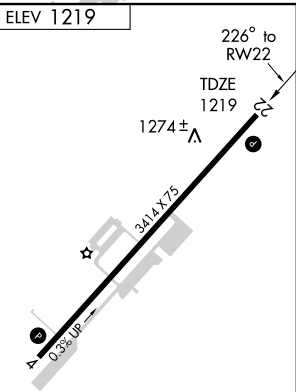
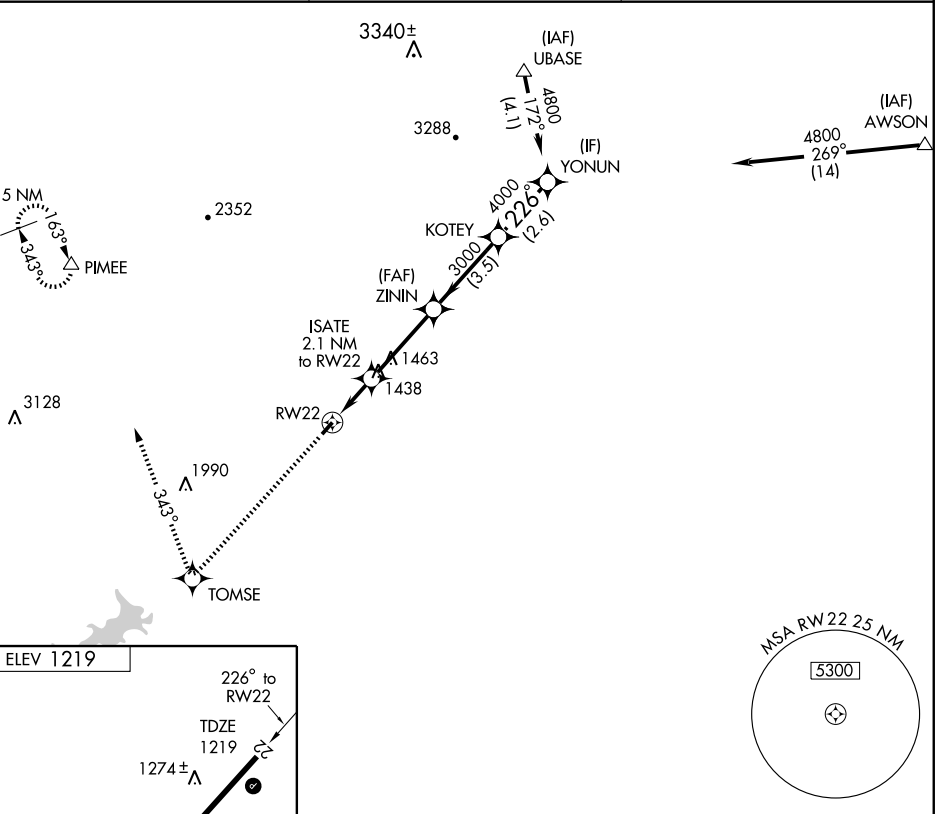
CANTON/ CHEROKEE COUNTY (47A)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility ¼ mile.

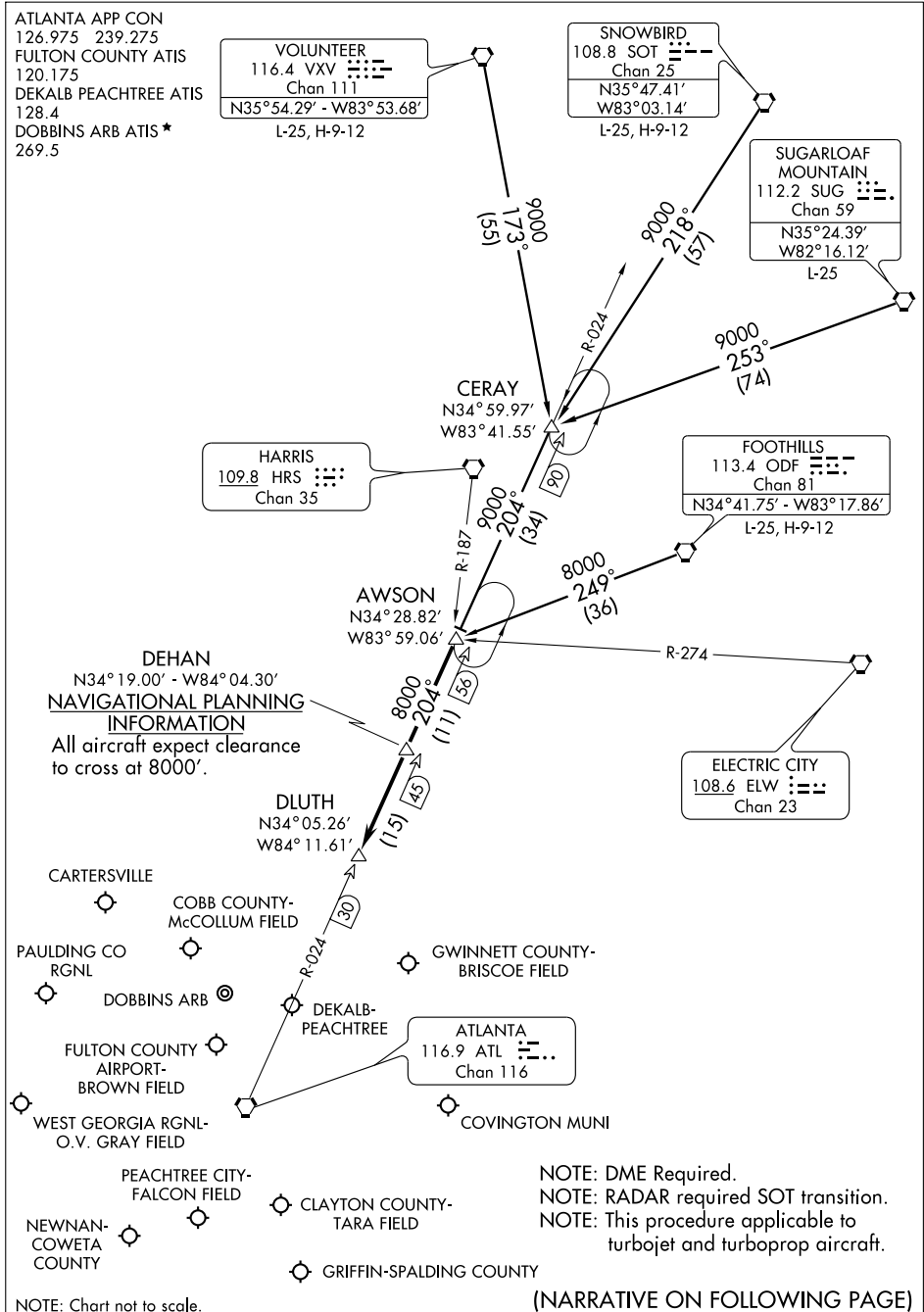
**▲** NA

**MISSED APPROACH:** Climb to 6000 direct TOMSE then via 343° track to PIMEE and hold, continue climb-in-hold to 6000.

AWOS-3 <b>119.825</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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6000	TOMSE	TRK 343°	PIMEE	YONUN
↑	✱	△		
	ISATE 2.1 NM to RW22	ZININ	KOTEY	4800
	RW22	3000	4000	226°
	1860	≤ 3.04° TCH 30		Procedure Turn NA
	2.1 NM	3.3 NM	3.5 NM	2.6 NM
CATEGORY	A	B	C	D
LNAV MDA	1540-1	321 (400-1)		NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA



## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

LOC I-CTJ	APP CRS	Rwy Idg	5503
<u>111.7</u>	<u>348°</u>	TDZE	<u>1140</u>
		Apt Elev	<u>1161</u>

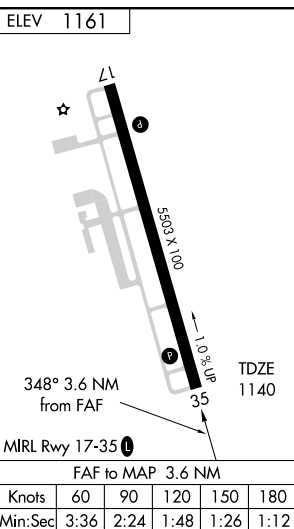
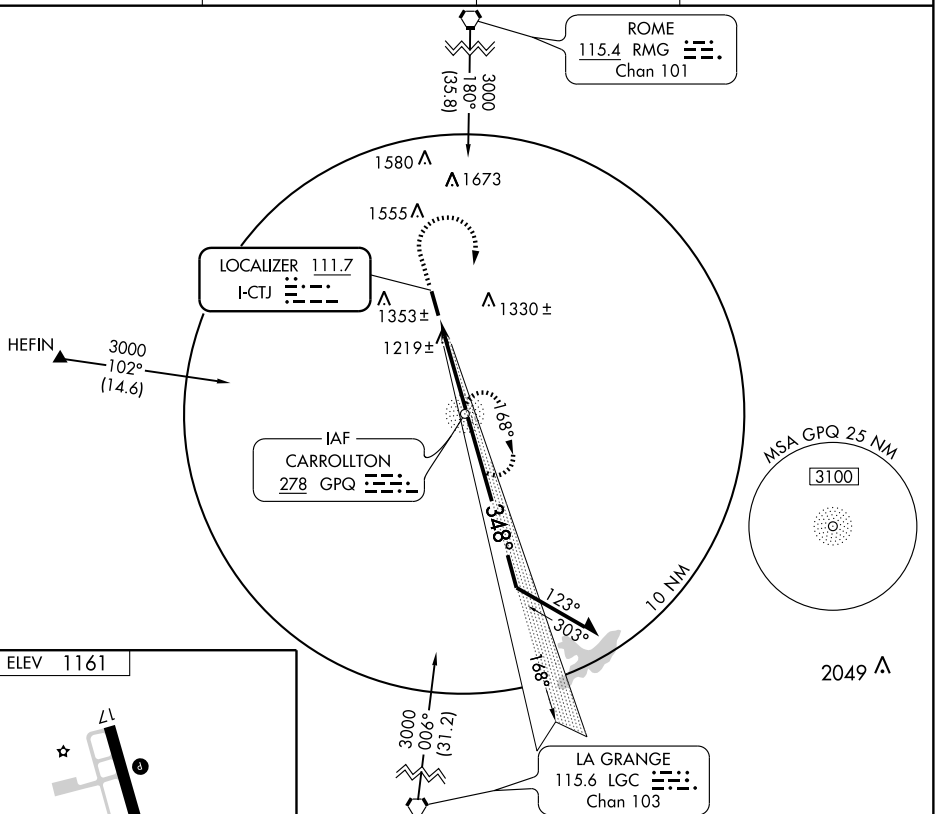
# ILS or LOC/NDB RWY 35

CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

**▼** If local altimeter setting not received, use Newnan altimeter setting and increase DA to 1430 feet; increase all MDAs 100 feet.  
**▲ NA**

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3000 direct GPQ NDB and hold.

AWOS-3 <b>118.175</b>	ATLANTA APP CON <b>121.0 268.7</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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1800	3000	GPQ	278	NDB	2328	168°	2900	GS 3.00° TCH 47	Remain within 10 NM
						348°	2400	VGSi and ILS glidepath not coincident.	
						3.6 NM			
CATEGORY	A	B	C	D					
S-ILS 35		1340-3/4	200 (200-3/4)						
S-LOC 35		1480-1	340 (400-1)						
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1 1/2 519 (600-1 1/2)	1720-2 559 (600-2)					

APP CRS	Rwy Idg	5503
168°	TDZE	1161
	Apt Elev	1161

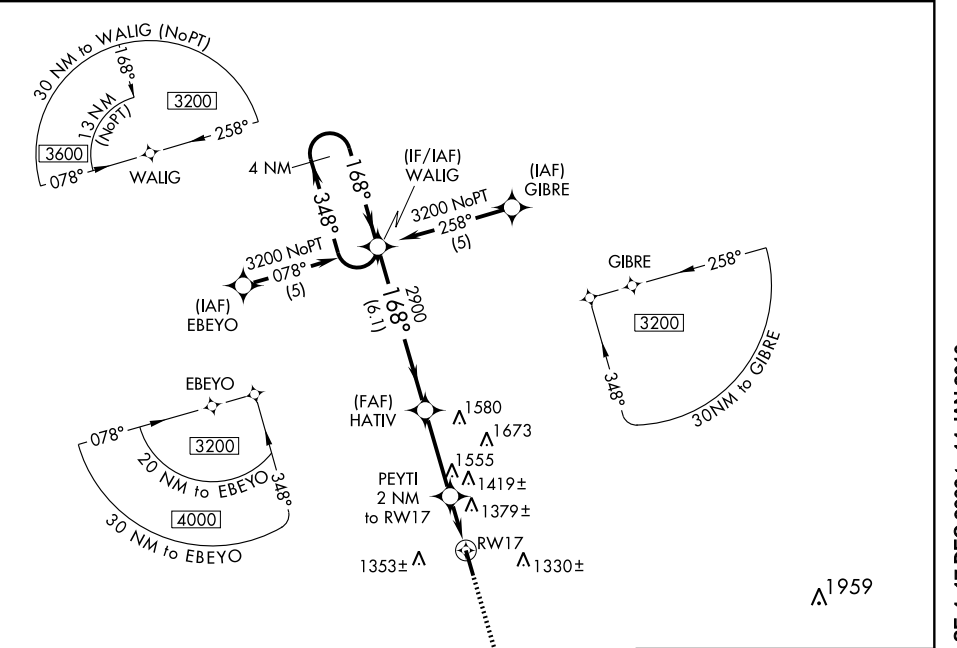
▼

▲

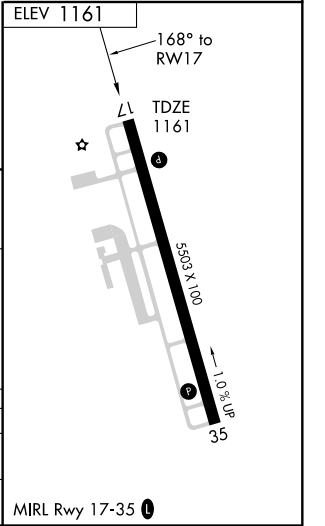
If local altimeter setting not received, use Newnan altimeter setting and increase all MDAs 100 feet.  
VDP NA when using Newnan altimeter setting.

MISSED APPROACH: Climb to 3200 direct JUGIL and hold.

AWOS-3 118.175	ATLANTA APP CON 121.0 268.7	CLNC DEL 121.6	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern				
WALIG				
3200 ← 348° → 168° → 168° →				
VGSI and descent angles not coincident.				
HATIV				
2900				
3.05° TCH 45				
PEYTI 2 NM to RWY17				
1.4 NM to RWY17				
RWY17				
*1860				
6.1 NM				
3.2 NM				
0.6				
1.4				
CATEGORY	A	B	C	D
LNAV MDA	1640-1	479 (500-1)	1640-1¼ 479 (500-1¼)	1640-1½ 479 (500-1½)
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)



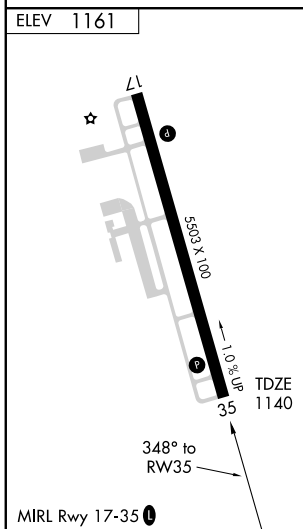
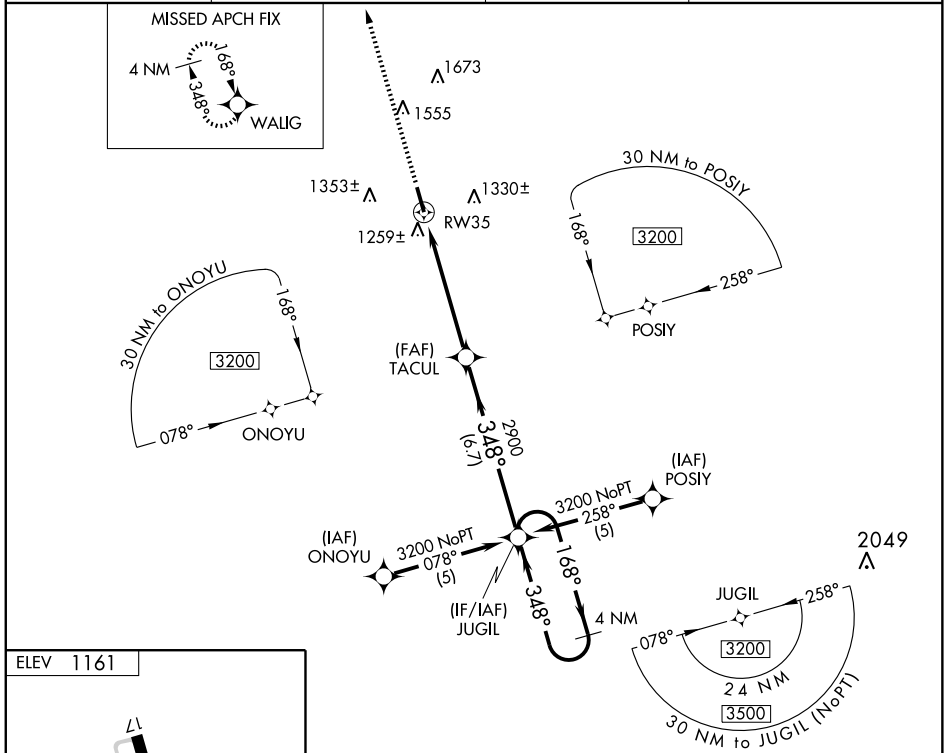
WAAS Chan <b>60907</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy Idg <b>5503</b> TDZE <b>1140</b> Apt Elev <b>1161</b>
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# RNAV (GPS) RWY 35

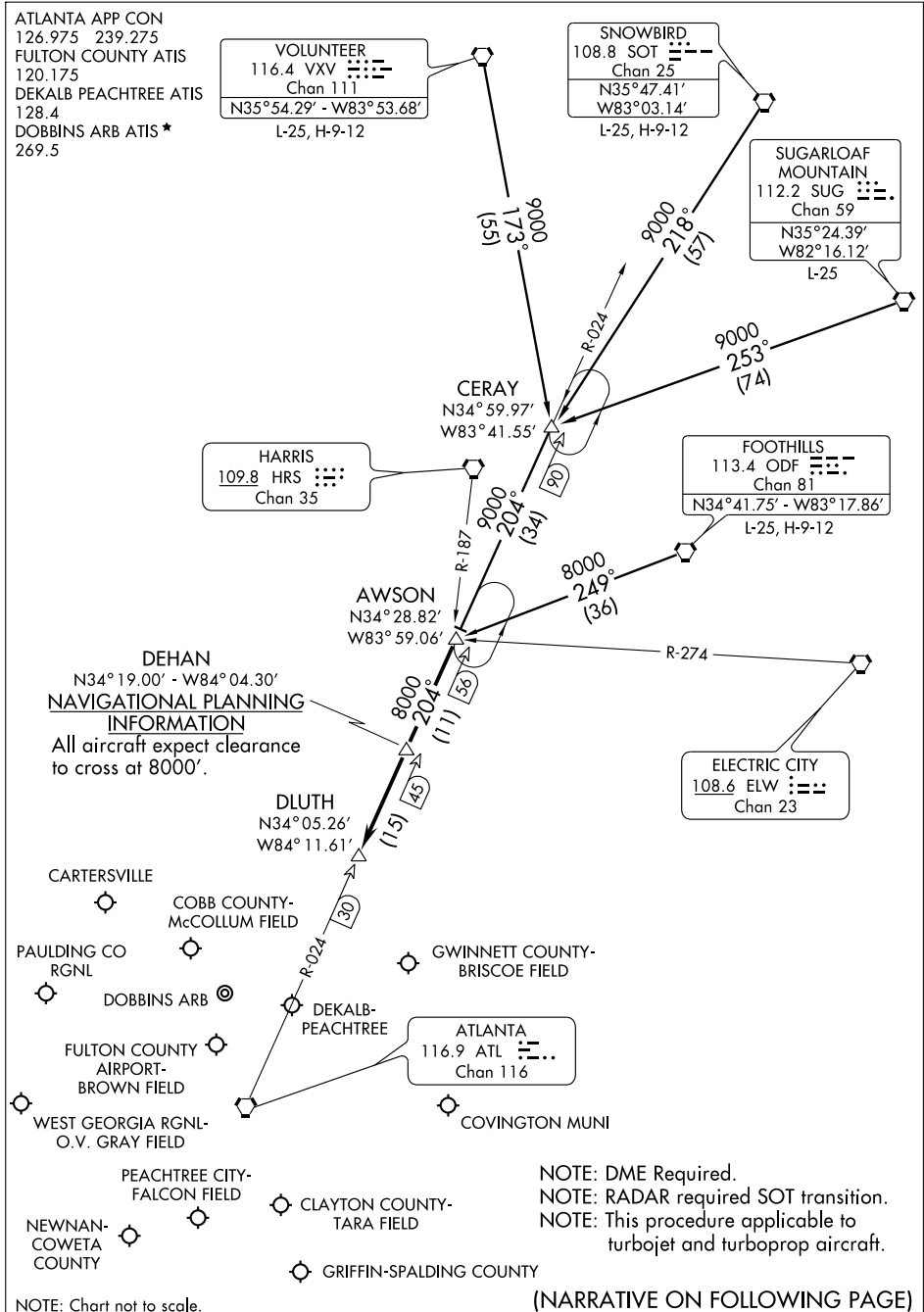
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (C/TJ)

<p><b>▽</b> If local altimeter setting not received, use Newnan altimeter setting and increase DA to 1480 feet; increase all MDAs 100 feet. DME/DME RNP-0.3 NA.</p> <p><b>▲</b> VDP NA when using Newnan altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3200 direct WALIG and hold.</p>
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AWOS-3 <b>118.175</b>	ATLANTA APP CON <b>121.0 268.7</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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<p>3200</p> <p>↑</p> <p>WALIG</p> <p>★</p>	<p>4 NM</p> <p>Holding Pattern</p> <p>JUGIL</p> <p>168° → 3200</p> <p>← 348°</p> <p>VGSI and RNAV glidepath not coincident.</p> <p>GS 3.00°</p> <p>TCH 47</p>
<p>* LNAV only</p> <p>1.4 NM to RW35</p> <p>RW35</p> <p>1.4</p> <p>4 NM</p> <p>6.7 NM</p>	<p>TACUL</p> <p>348°</p> <p>2900</p>
<p>CATEGORY</p> <p>LPV DA</p> <p>LNAV/VNAV DA</p> <p>LNAV MDA</p> <p>CIRCLING</p>	<p>A</p> <p>B</p> <p>C</p> <p>D</p>
<p>1390-1</p> <p>250 (300-1)</p> <p>NA</p>	<p>1580-1 440 (500-1)</p> <p>1580-1 440 (500-1 1/4)</p> <p>1580-1 440 (500-1 1/2)</p> <p>1660-1 499 (500-1)</p> <p>1680-1 519 (600-1)</p> <p>1680-1 519 (600-1 1/2)</p> <p>1720-2 559 (600-2)</p>



## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

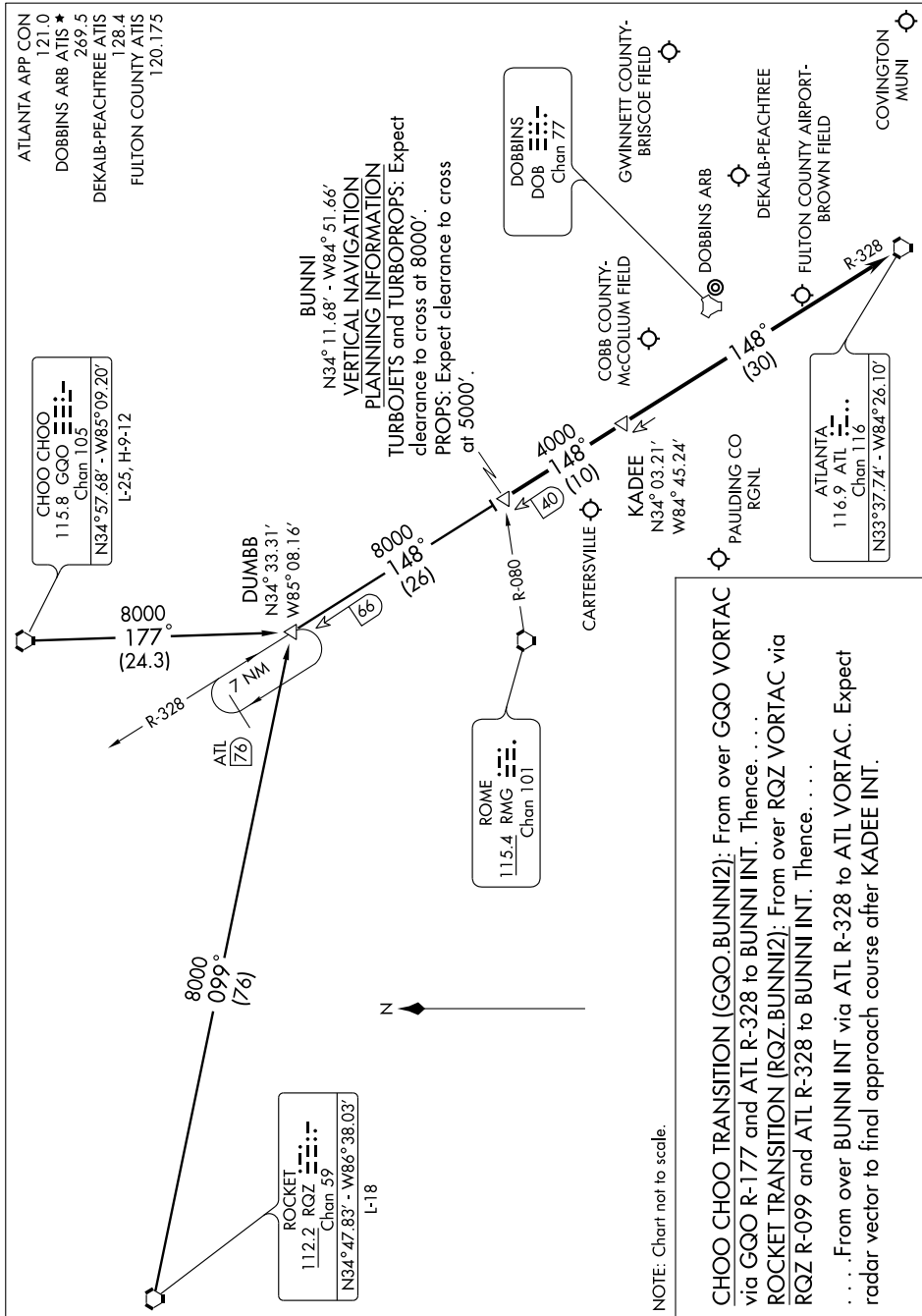
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.







ATLANTA APP CON

119.8

FULTON COUNTY ATIS

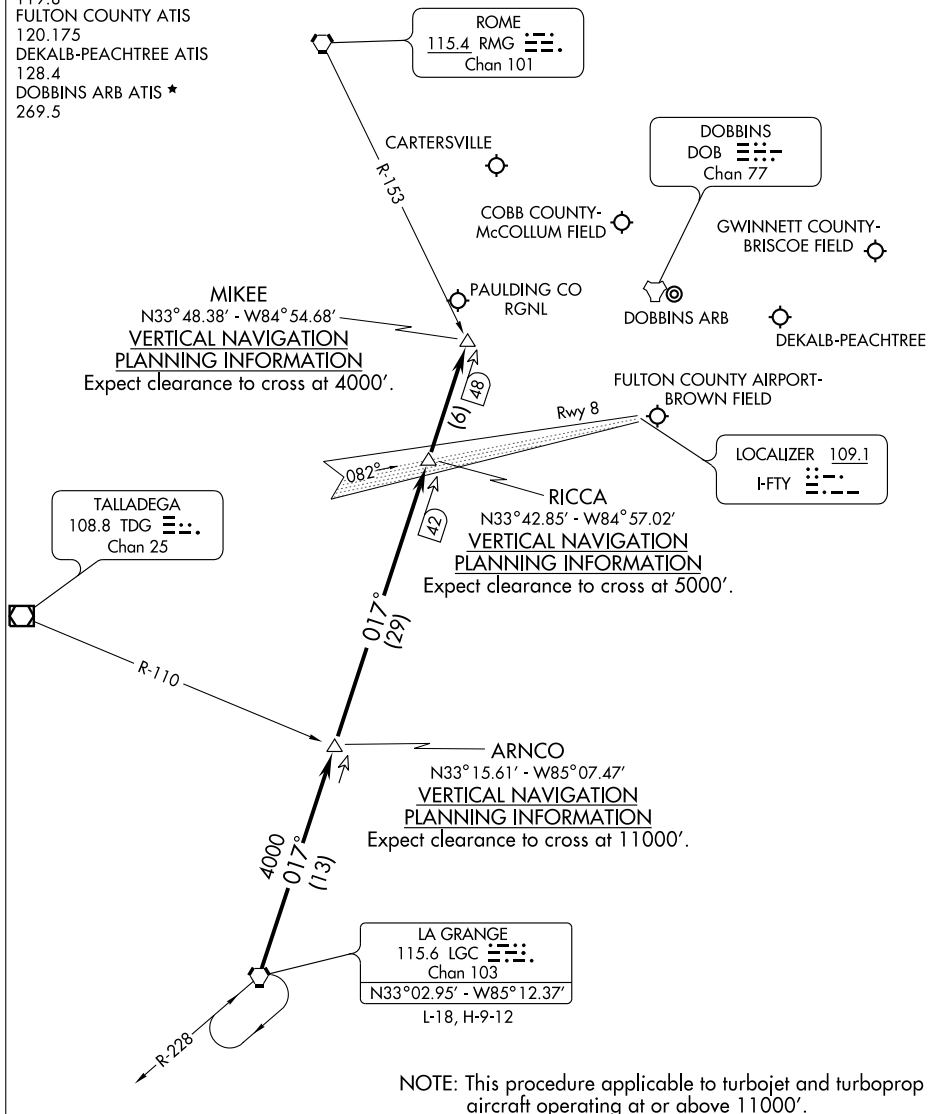
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

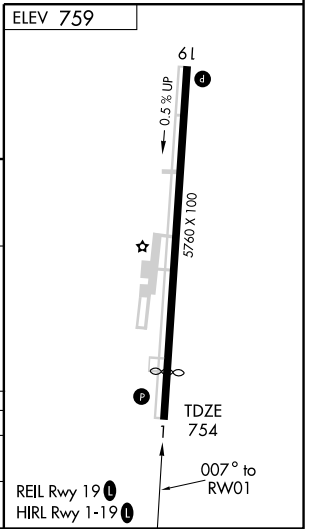
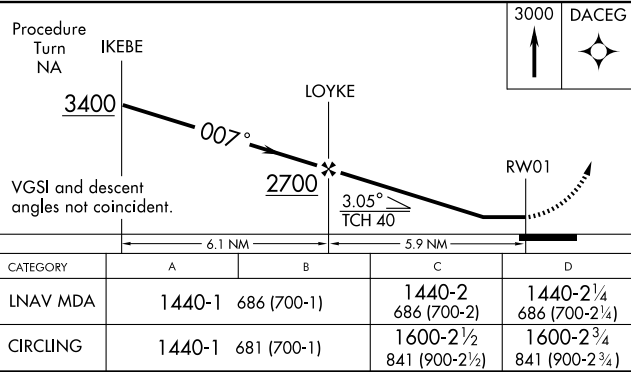
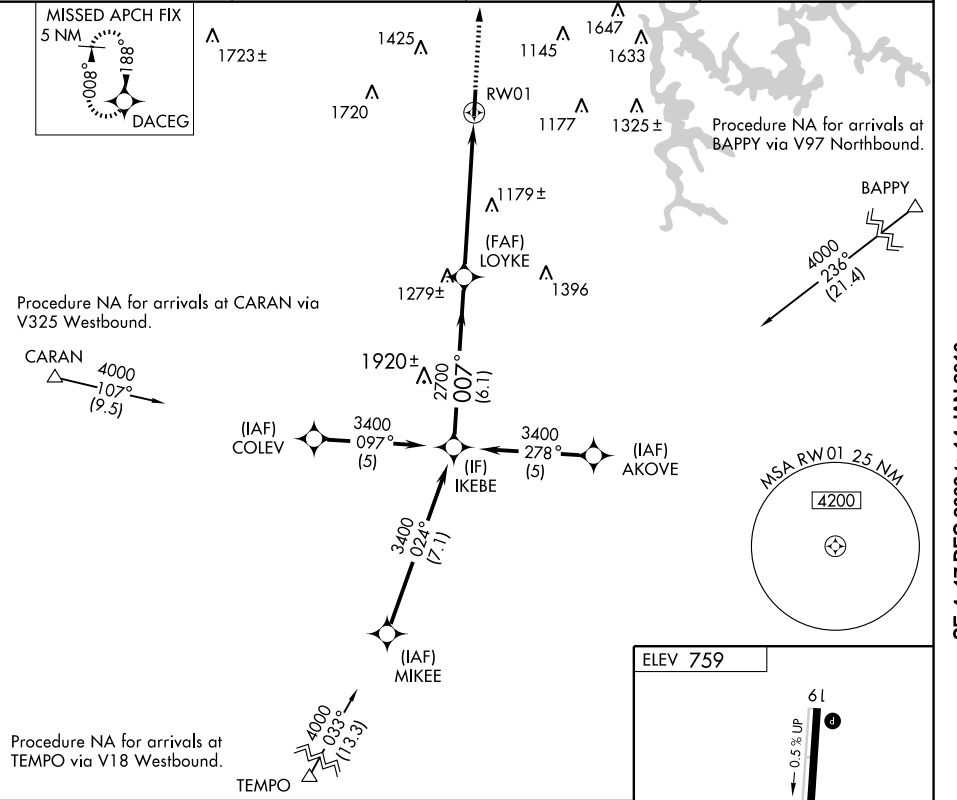
▼

▲

When VGSI inop, straight-in/circling Rwy 1 procedure NA at night. If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct DACEG and hold.

ASOS 120.525	ATLANTA APP CON 121.0 268.7	GCO 121.725	UNICOM 123.05 (CTAF) <b>0</b>
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WAAS CH <b>58005</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Idg TDZE Apt Elev	<b>5760</b> <b>749</b> <b>759</b>
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RNAV (GPS) RWY 19  
CARTERSVILLE (VPC)

**▽** If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all DAs/MDAs 80 feet.  
**▲** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

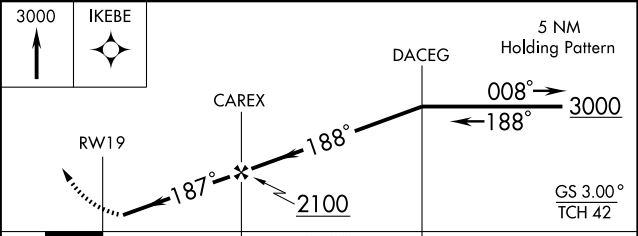
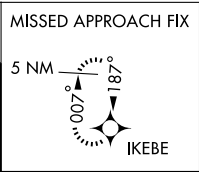
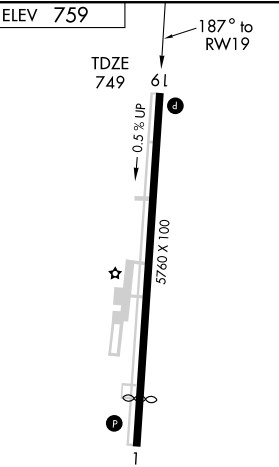
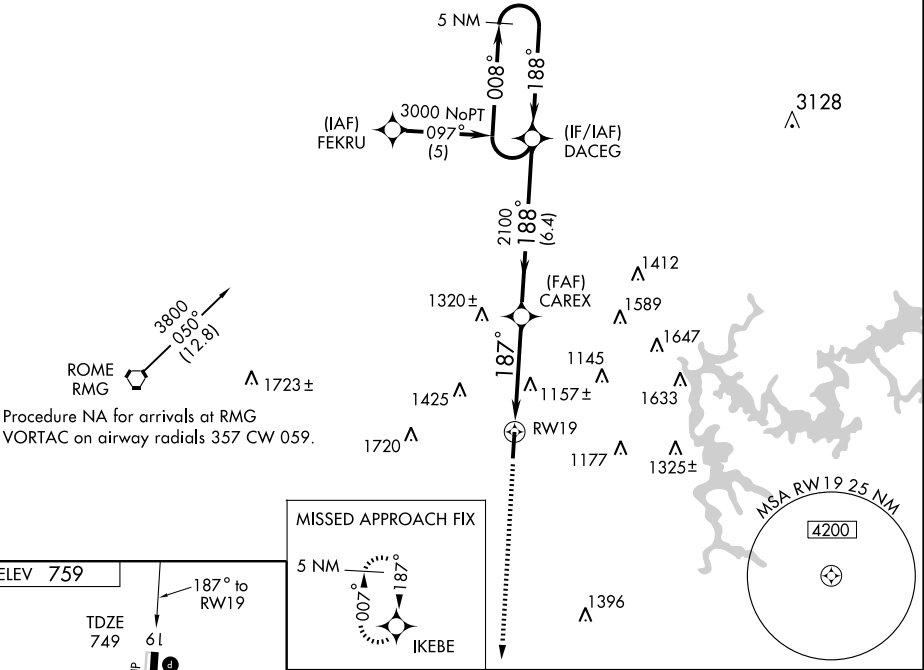
MISSED APPROACH: Climb to 3000 direct IKEBE and hold.

ASOS  
**120.525**

ATLANTA APP CON  
**121.0 268.7**

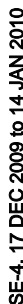
GCO  
**121.725**

UNICOM  
**123.05** (CTAF) **0**



CATEGORY	A	B	C	D
LPV DA	1008-1 259 (300-1)			
LNAV MDA	1420-1 671 (700-1)	1420-2 671 (700-2)	1420-2 671 (700-2 1/4)	1420-2 671 (700-2 1/4)
CIRCLING	1420-1 661 (700-1)	1440-1 681 (700-1)	1600-2 841 (900-2 1/2)	1600-2 841 (900-2 3/4)

REIL Rwy 19 **0**  
HIRL Rwy 1-19 **0**



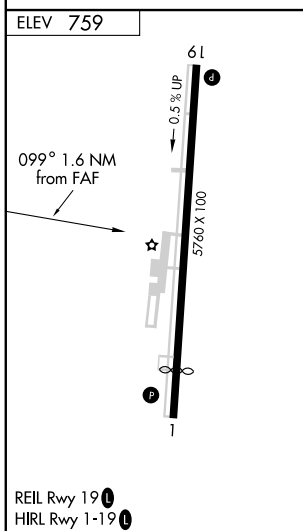
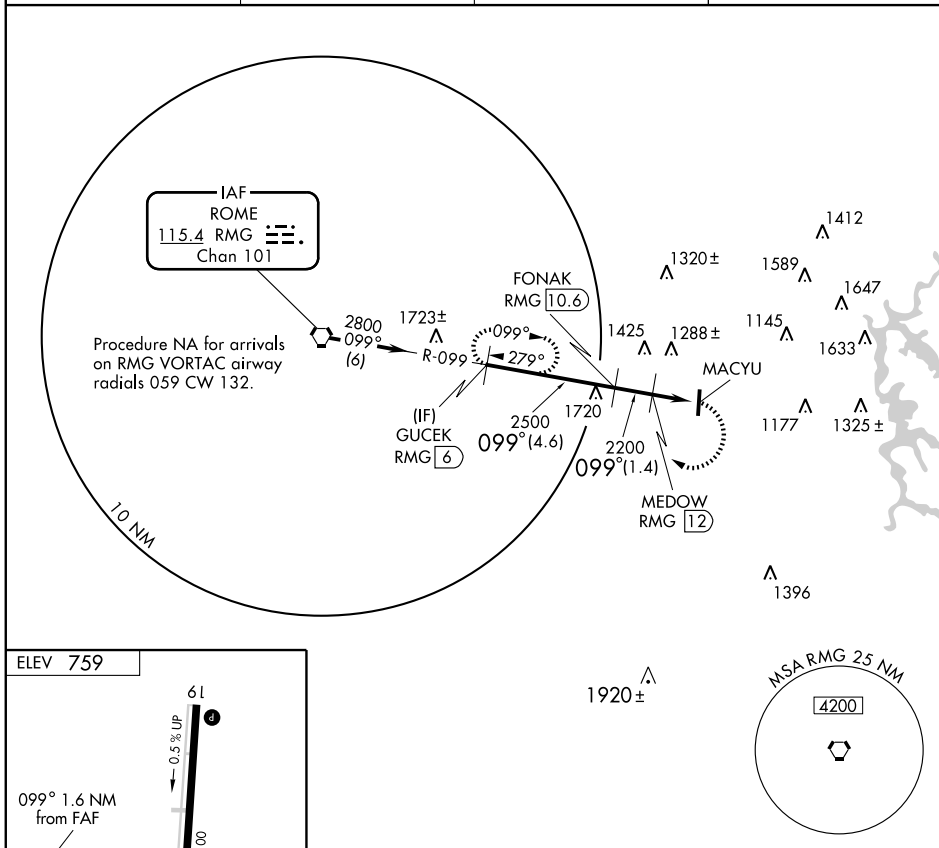
VORTAC RMG <b>115.4</b> Chan <b>101</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>759</b>
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**VOR/DME-A**  
CARTERSVILLE (VPC)

▼ If local altimeter setting not received, use Richard B.  
▲ Russell altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800  
via RMG R-099 to GUCEK/6 DME and hold.

ASOS <b>120.525</b>	ATLANTA APP CON <b>121.0 268.7</b>	GCO <b>121.725</b>	UNICOM <b>123.05</b> (CTAF) <b>0</b>
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	GUCEK RMG <b>6</b>	FONAK RMG <b>10.6</b>	MEDOW RMG <b>12</b>	MACYU RMG <b>13.6</b>
	2800	2500	2200	
	099°			
	4.6 NM	1.4 NM	1.6 NM	
CATEGORY	A	B	C	D
CIRCLING	1560-1 801 (900-1)	1560-1¼ 801 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

## VOR/DME RNAV or GPS RWY 9

VORTAC RMG <b>115.4</b> Chan <b>101</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev <b>4004</b> <b>973</b> <b>973</b>
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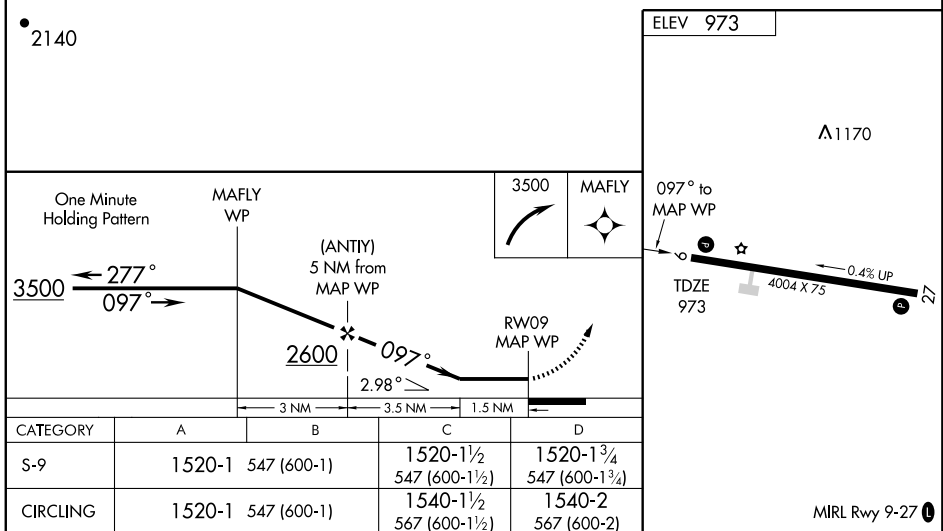
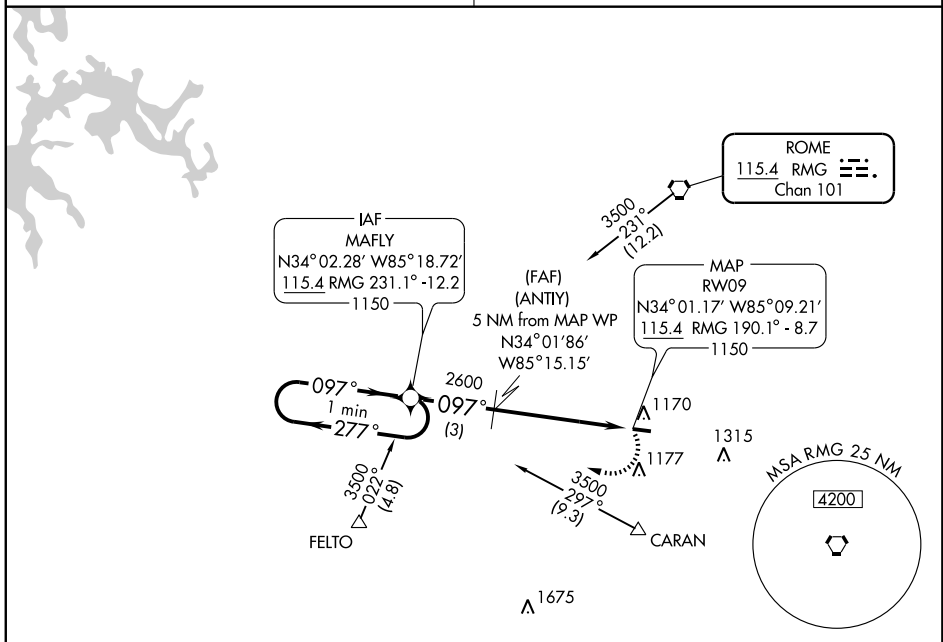
CEDARTOWN/  
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

Obtain local altimeter setting on CTAF; if not received, use  
Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn  
to 3500 direct MAFLY WP and hold.

ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**122.8 (CTAF) 0**





CEDARTOWN, GEORGIA

AL-5501 (FAA)

# VOR/DME RNAV or GPS RWY 27

CEDARTOWN/  
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

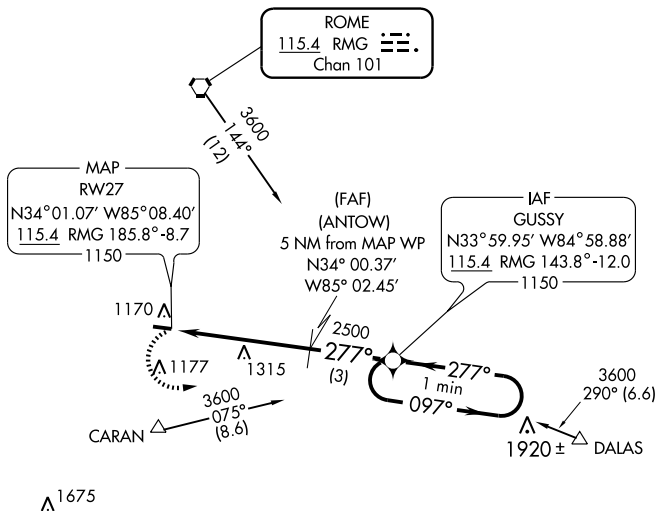
VORTAC RMG <b>115.4</b> Chan <b>101</b>	APP CRS <b>277°</b>	Rwy Idg TDZE <b>973</b> Apt Elev <b>973</b>
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**▽** Obtain local altimeter setting on CTAF; if not received, use  
**△ NA** Cartersville altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climbing left turn  
to 2900 direct GUSSY WP and hold.

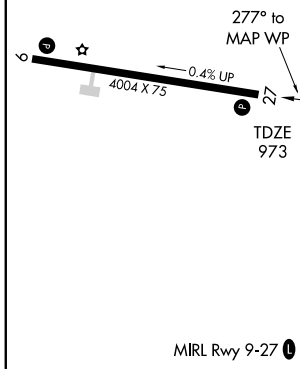
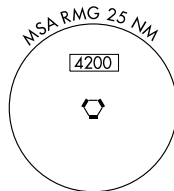
ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**122.8 (CTAF) 0**



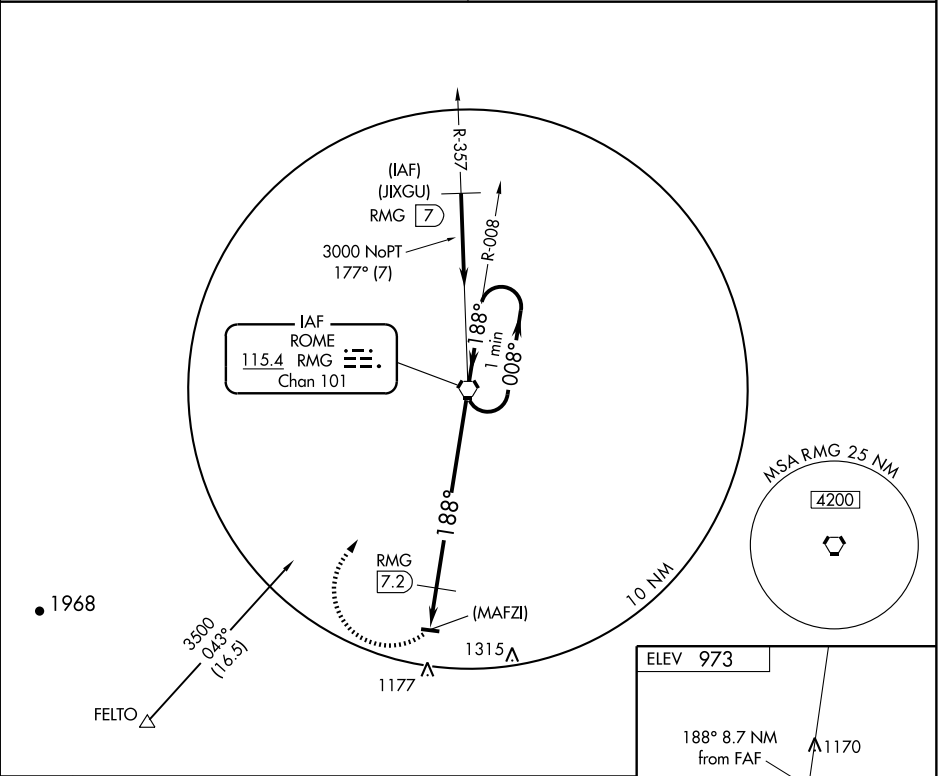
ELEV 973

△ 1170




	2900	GUSSY	GUSSY WP	One Minute Holding Pattern
			(ANTOW) 5 NM from MAP WP	
			277°	2500
			1.9 NM	3.1 NM
			2.82°	3 NM
CATEGORY	A	B	C	D
S-27	1560-1	587 (600-1)	1560-1½ 587 (600-1½)	1560-1¾ 587 (600-1¾)
CIRCLING	1560-1	587 (600-1)	1560-1½ 587 (600-1½)	1560-2 587 (600-2)

MIRL Rwy 9-27 0



3000



RMG

115.4

(MAFZI)

RMG

8.7

RMG

7.2

1600\*

1.5 NM

7.2 NM

188°

008°

188°

3000

VORTAC

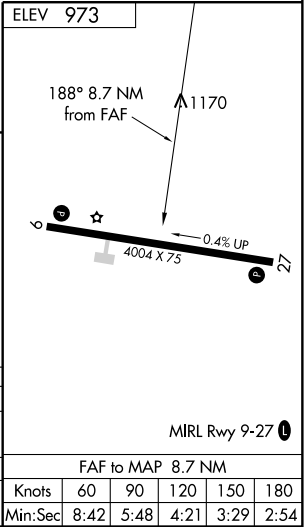
One Minute Holding Pattern

\*1680 when using Cartersville altimeter setting

CATEGORY	A	B	C	D
CIRCLING	1600-1	627 (700-1)	1600-1¾ 627 (700-1¾)	1600-2 627 (700-2)

DME MINIMUMS

CIRCLING	1520-1	547 (600-1)	1540-1½ 567 (600-1½)	1540-2 567 (600-2)
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NDB RWY 9

CLAXTON-EVANS COUNTY (C'WV)

NDB	CWV	APP CRS	Rwy Idg	5012
395		108°	TDZE	112
			Apt Elev	112

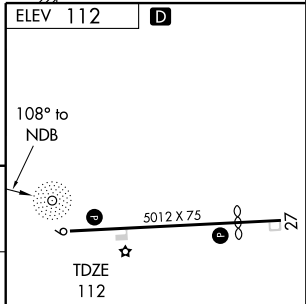
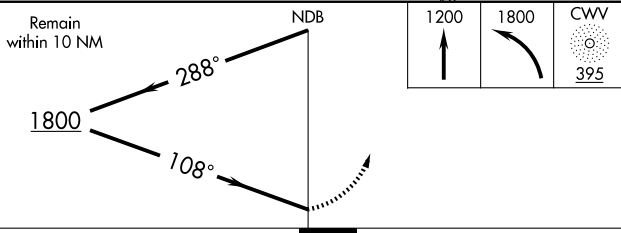
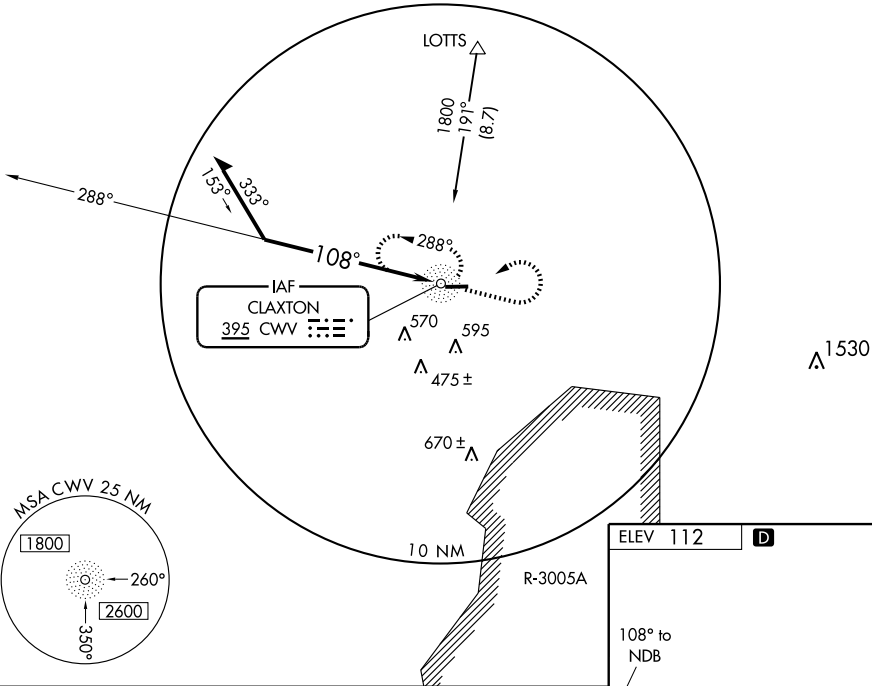


NA

If local altimeter setting not received, use Savannah Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200 then climbing left turn to 1800 direct CWV NDB and hold.

AWOS-3 120.075	JACKSONVILLE CENTER 120.85 322.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-9	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	720-2 608 (700-2)
CIRCLING	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	840-2¼ 728 (800-2¼)

WAAS CH <b>45914</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>5012</b> <b>112</b> <b>112</b>
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# RNAV (GPS) RWY 9

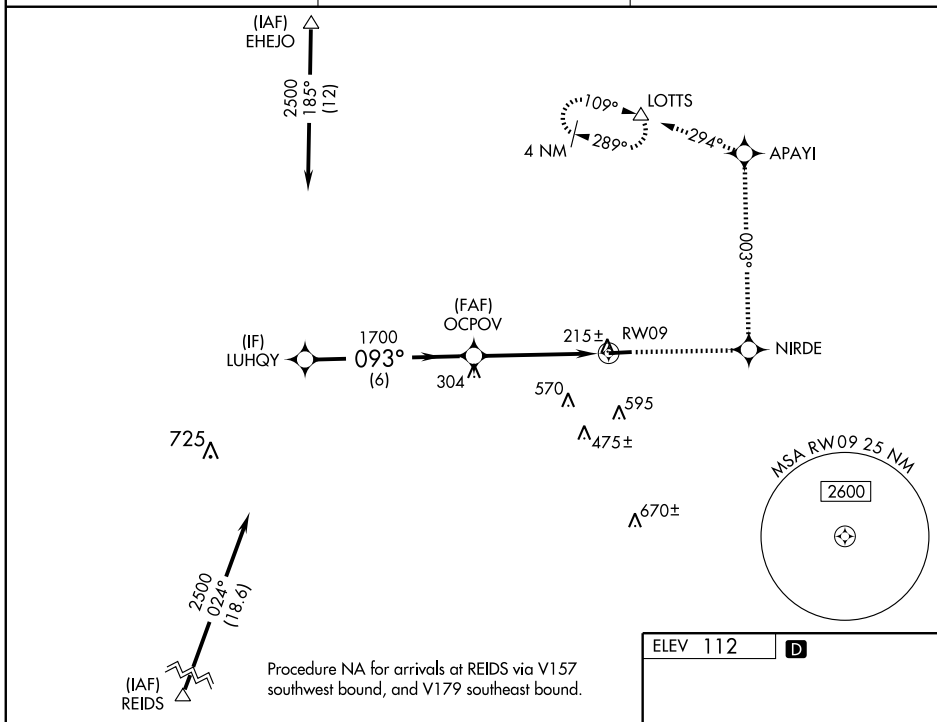
CLAXTON-EVANS COUNTY (C'WV)

**▼** Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

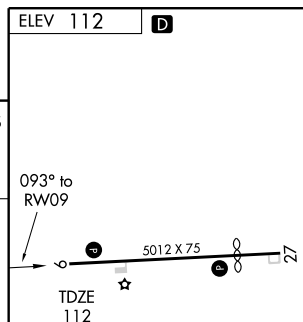
**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile and LNAV Cats C/D visibility ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct NIRDE and via track 003° to APAYI and via track 294° to LOTTs and hold.

AWOS-3 <b>120.075</b>	JACKSONVILLE CENTER <b>120.85 322.5</b>	UNICOM <b>122.8 (CTAF) ①</b>
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Procedure Turn NA	LUHQY	VGSI and RNAV glidepath not coincident.	3000	NIRDE 003° TRK	APAYI 294° TRK	LOTTs
GS 3.00° TCH 33	2500	093°	1700	6 NM	4.8 NM	RW09
CATEGORY	A	B	C	D		
LPV DA		472-1¼	360 (400-1¼)			
LNAV/VNAV DA		824-2½	712 (800-2½)			
LNAV MDA	560-1	448 (500-1)	560-1¼ 448 (500-1¼)	560-1½ 448 (500-1½)		
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)		



WAAS CH <b>87114</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg <b>4012</b> TDZE <b>111</b> Apt Elev <b>112</b>
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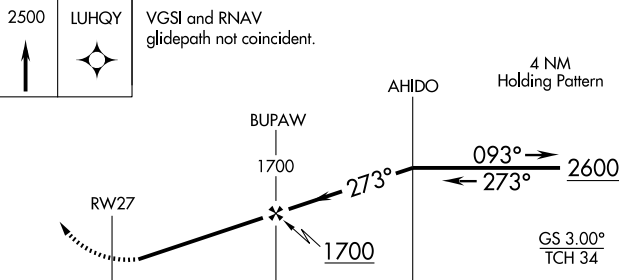
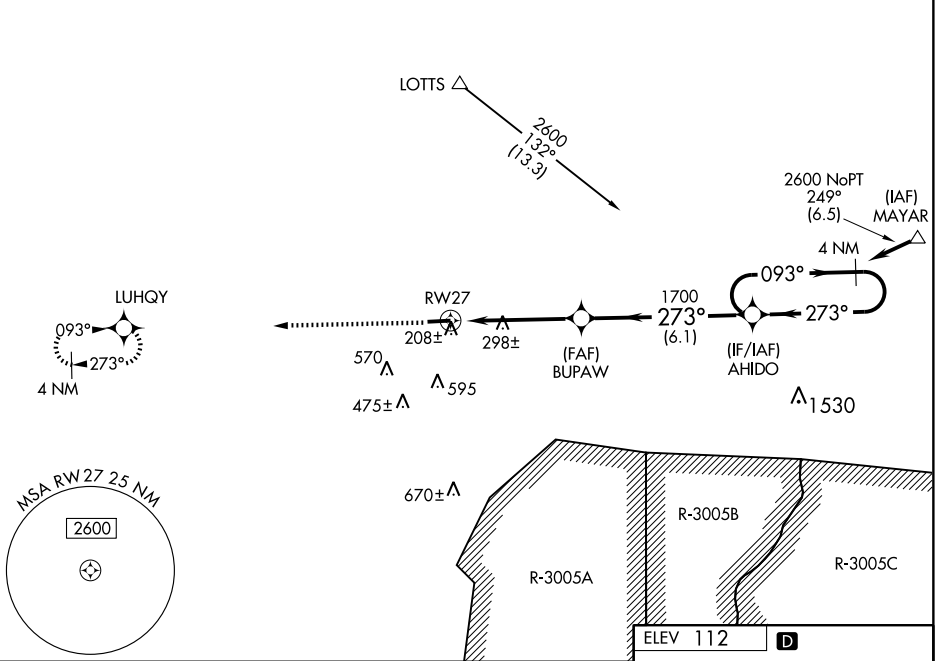
RNAV (GPS) RWY 27

CLAXTON-EVANS COUNTY (C'WV)

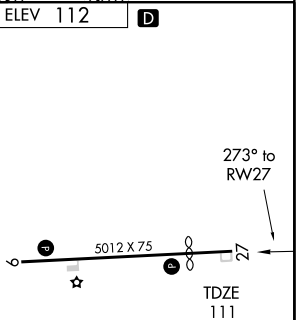
**⚠** Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. **⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV all Cats and LNAV Cats C/D visibilities ¼ mile and LNAV/VNAV all Cats and Circling Cat D visibilities ½ mile.

**MISSED APPROACH:**  
Climb to 2500 direct LUHQY and hold.

AWOS-3 <b>120.075</b>	JACKSONVILLE CENTER <b>120.85 322.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		424-1¼	313 (400-1¼)	
LNAV/VNAV DA		478-1¼	367 (400-1¼)	
LNAV MDA	540-1	429 (500-1)	540-1¼ 429 (500-1¼)	540-1½ 429 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)



APP CRS	Rwy Idg	4401
107°	TDZE	377
	Apt Elev	377

RNAV (GPS) RWY 11

COCHRAN (48A)

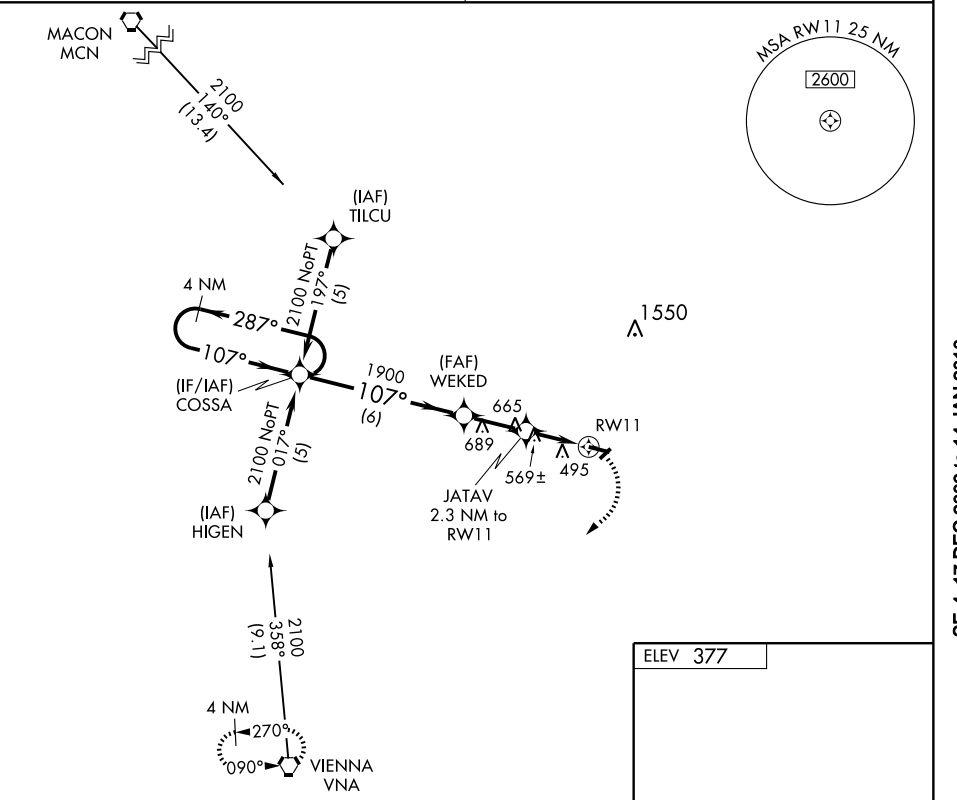
▼

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.

ATLANTA APP CON★ 124.2 279.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

COSSA

2100

287°

107°

107°

1900

3.04° TCH 45

1160

6 NM

2.3 NM

2.3 NM

2100

VNA

107° to RW11

TDZE 377

4401 X 75

1% UP

3902 X 50

0.3% UP

29

CATEGORY	A	B	C	D
LNAV MDA	880-1	503 (600-1)	880-1½ 503 (600-1½)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

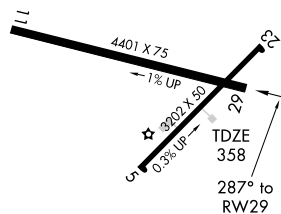
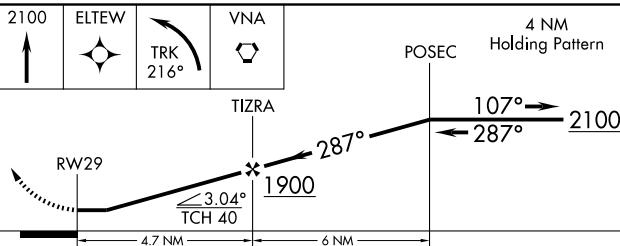
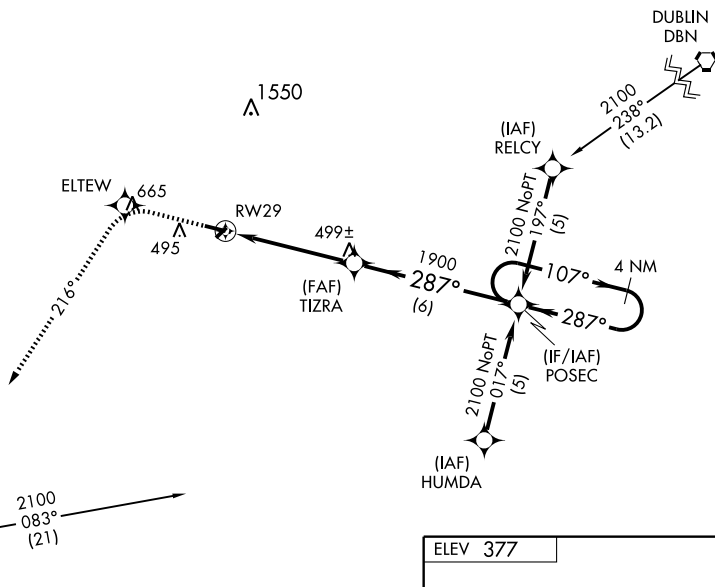
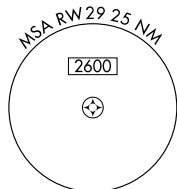
MIRL Rwy 5-23 0

SE-4, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 29  
COCHRAN (48A)

**MISSED APPROACH:** Climb to 2100 direct ELTEW and left turn via track 216° to VNA VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	800-1	442 (500-1)	800-1¼ 442 (500-1¼)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

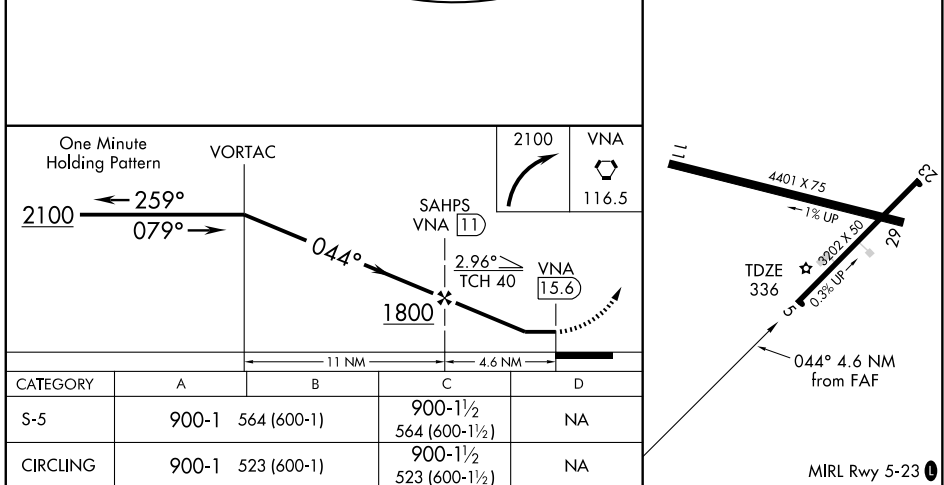
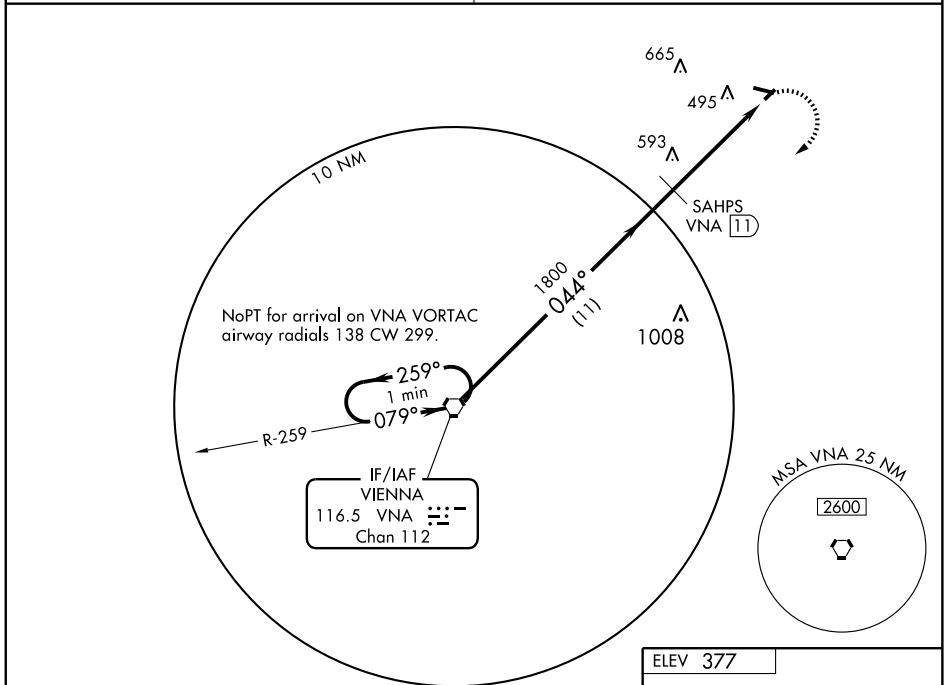
MIRL Rwy 5-23 **L**

VORTAC VNA <b>116.5</b> Chan <b>112</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>3202</b> <b>336</b> <b>377</b>
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# VOR/DME RWY 5

COCHRAN (48A)

<p> NA</p> <p>Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.</p>
<p>ATLANTA APP CON ★</p> <p><b>124.2 279.6</b></p>	<p>UNICOM</p> <p><b>122.8 (CTAF) 0</b></p>

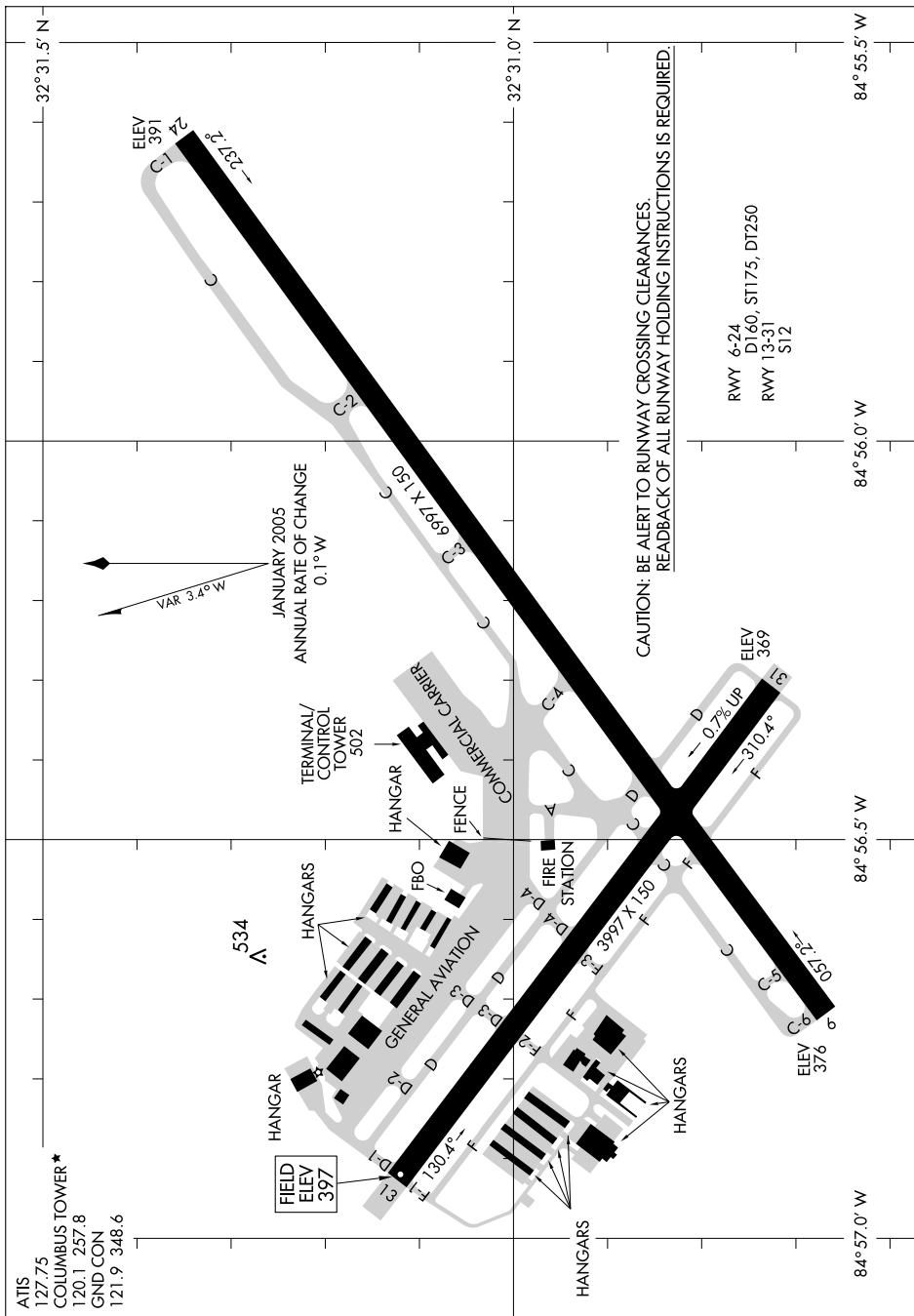




# AIRPORT DIAGRAM

AL-636 (FAA)

COLUMBUS METROPOLITAN (CSG)  
COLUMBUS, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-CSG	APP CRS	Rwy Idg	<b>6997</b>
<b><u>110.3</u></b>	<b>056°</b>	TDZE	<b>380</b>
		Ant Elev	<b>397</b>

ILS or LOC RWY 6  
COLUMBUS METROPOLITAN (CSG)

**T**  
**A**

ADF or RADAR REQUIRED  
Glide slope unusable for coupled  
approaches below 780 MSL.

MALSR  
A5

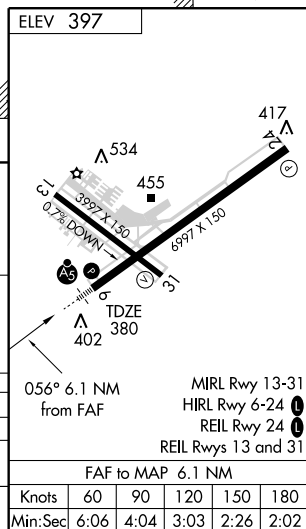
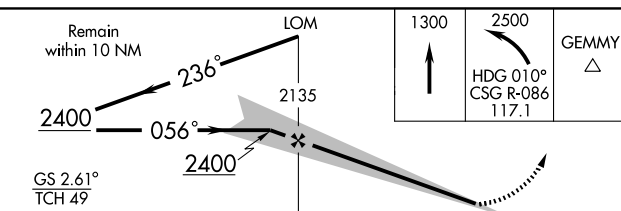
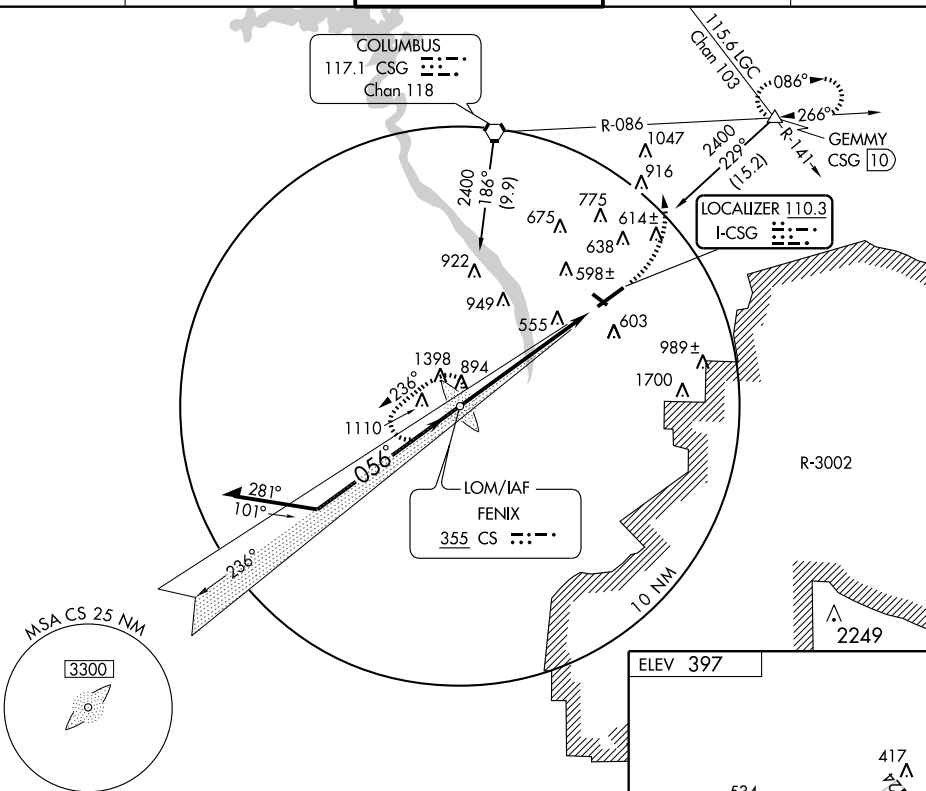
**MISSED APPROACH:** Climb to 1300 then climbing left turn to 2500 via heading 010° and CSG R-086 to GEMMY Int/CSG 10 DME and hold.

ATIS  
127.75

ATLANTA APP CON ★  
125.5 323.1

COLUMBUS TOWER ★  
120.1 (CTAF) **L** 257.8

GND CON  
121.9 348.6

UNICOM  
122.95

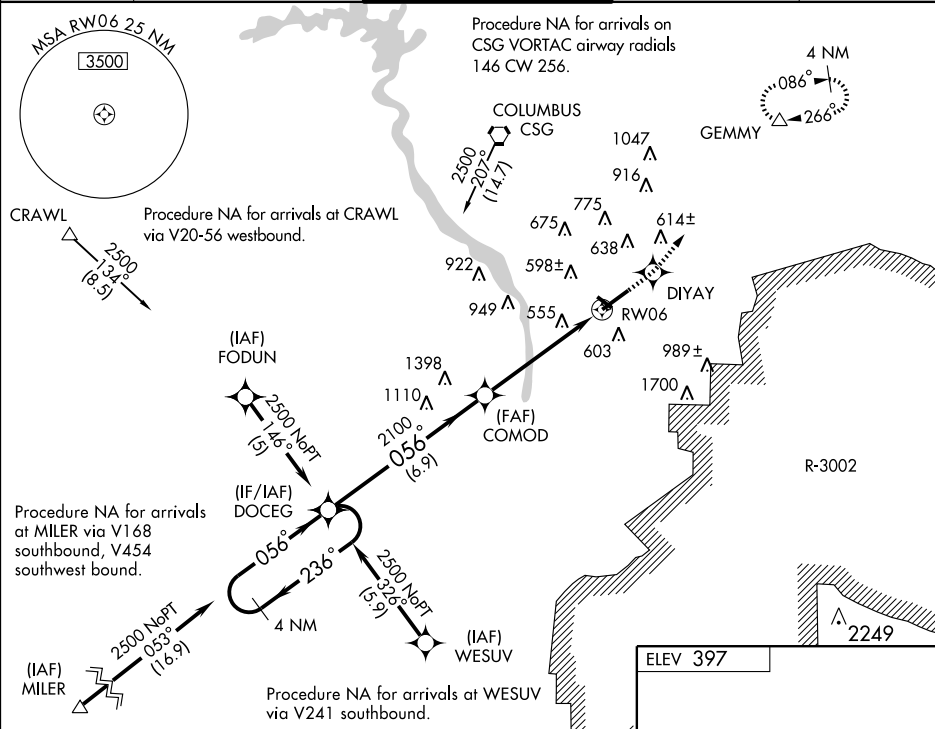
CATEGORY	A	B	C	D
S-ILS 6	580/24 200 (200-½)			
S-LOC 6	980/24 600 (600-½)	980/50 600 (600-1)	980/60 600 (600-1¼)	
CIRCLING	980-1 583 (600-1)	980-1½ 583 (600-½)	980-2 583 (600-2)	

WAAS CH <b>40001</b> <b>W06A</b>	APP CRS <b>056°</b>	Rwy Idg TDZE Apt Elev <b>6997</b> <b>380</b> <b>397</b>
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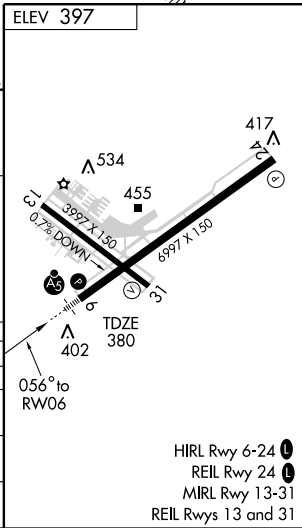
RNAV (GPS) RWY 6  
COLUMBUS METROPOLITAN (CSG)

 DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 13 NA at night. When VGSI inop, Circling Rwy 24, 31 NA at night.	 MALSR A5	MISSED APPROACH: Climb to 2500 direct DIYAY and via 042° track to GEMMY WP and hold.
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ATIS <b>127.75</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	COLUMBUS TOWER ★ <b>120.1 (CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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VGSI and RNAV glidepath not coincident.				
4 NM Holding Pattern				
DOCEG				
COMOD				
RW06				
* LNNAV only				
* 1.9 NM to RW06				
6.9 NM 3.2 NM 1.9				
CATEGORY	A	B	C	D
LPV DA	670/24		290 (300-½)	
LNNAV/VNAV DA	900/60		520 (600-1¼)	
LNNAV MDA	960/24 580 (600-½)		960/50 580 (600-1)	960/60 580 (600-1¼)
CIRCLING	960-1¾ 563 (600-1¾)		960-2 563 (600-2)	



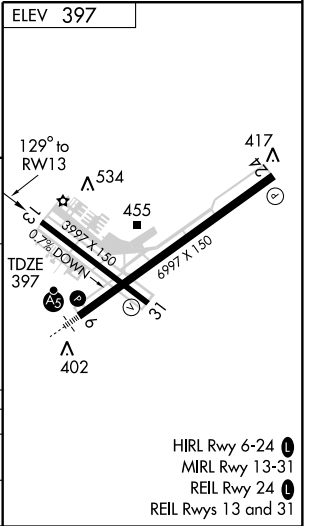
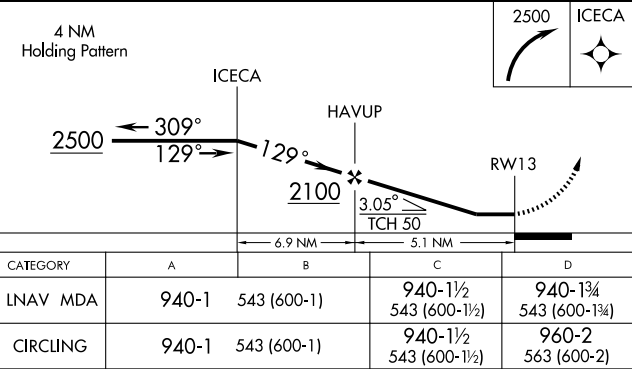
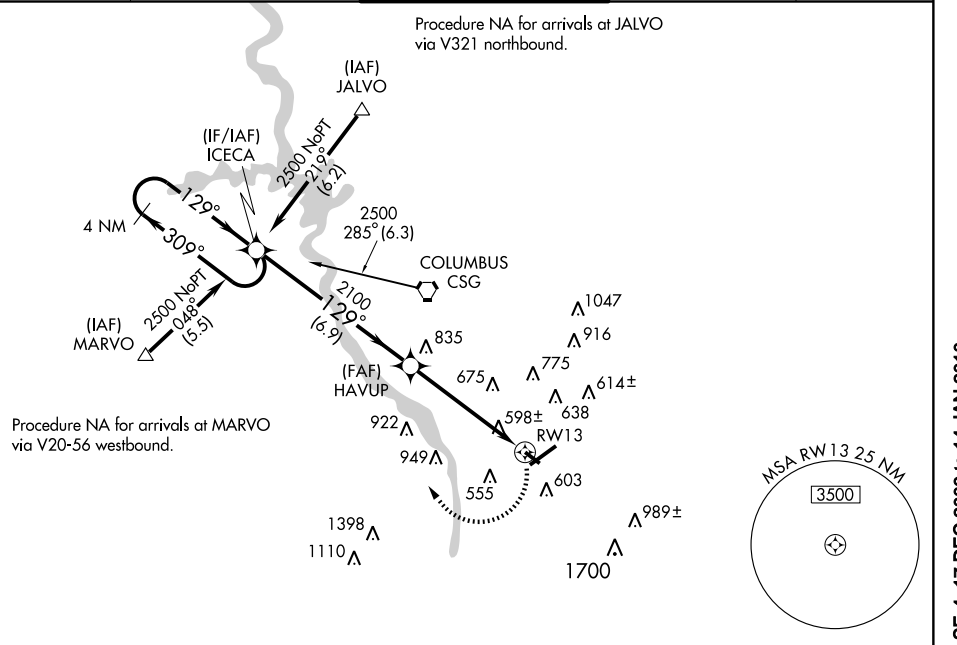
▼

DME/DME RNP-0.3 NA. Procedure NA at night.

When VGSI inop, Circling Rwy 24, 31 NA at night.


MISSED APPROACH: Climbing right turn to 2500 direct ICECA and hold.

<div>ATIS</div> <div>127.75</div>	<div>ATLANTA APP CON ★</div> <div>125.5 323.1</div>	<div>COLUMBUS TOWER ★</div> <div>120.1 (CTAF) 257.8</div>	<div>GND CON</div> <div>121.9 348.6</div>	<div>UNICOM</div> <div>122.95</div>
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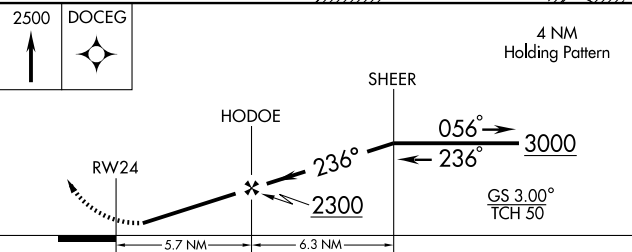
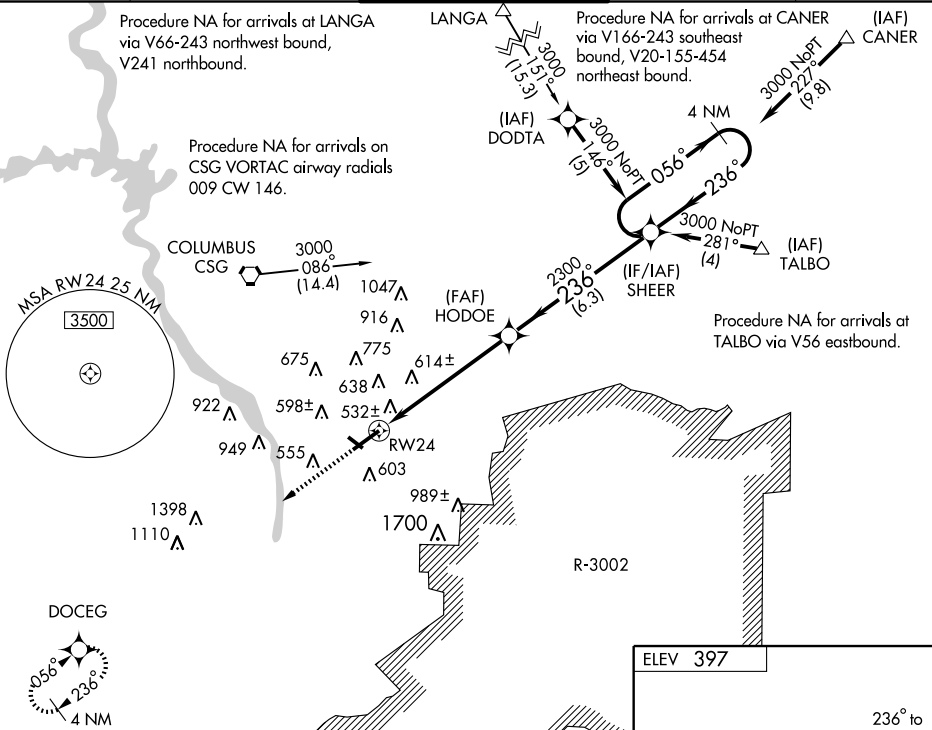


WAAS CH <b>45501</b> <b>W24A</b>	APP CRS <b>236°</b>	Rwy Idg TDZE Apt Elev	<b>6997</b> <b>391</b> <b>397</b>
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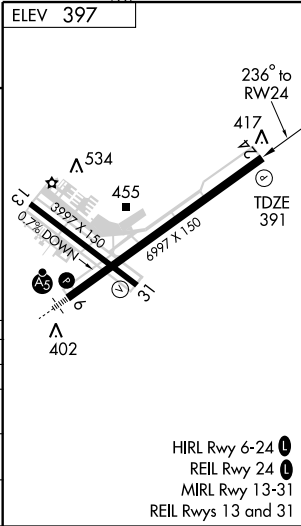
**RNAV (GPS) RWY 24**  
COLUMBUS METROPOLITAN (CSG)

 Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. When VGSI inop, Circling Rwy 31 NA at night. Circling to Rwy 13 NA at night.	MISSED APPROACH: Climb to 2500 direct DOCEG and hold.
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ATIS <b>127.75</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	COLUMBUS TOWER ★ <b>120.1 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	740-1¼ 349 (400-1¼)			
LNAV/VNAV DA	920-1¾ 529 (600-1¾)			
LNAV MDA	940-1 549 (600-1)	940-1½ 549 (600-1½)	940-1¾ 549 (600-1¾)	
CIRCLING	940-1¾ 543 (600-1¾)		960-2 563 (600-2)	

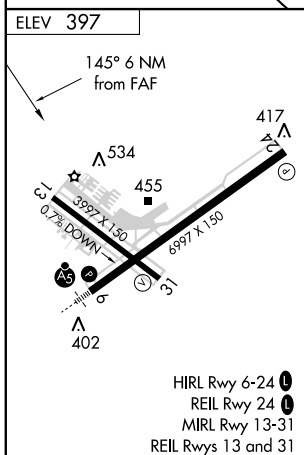
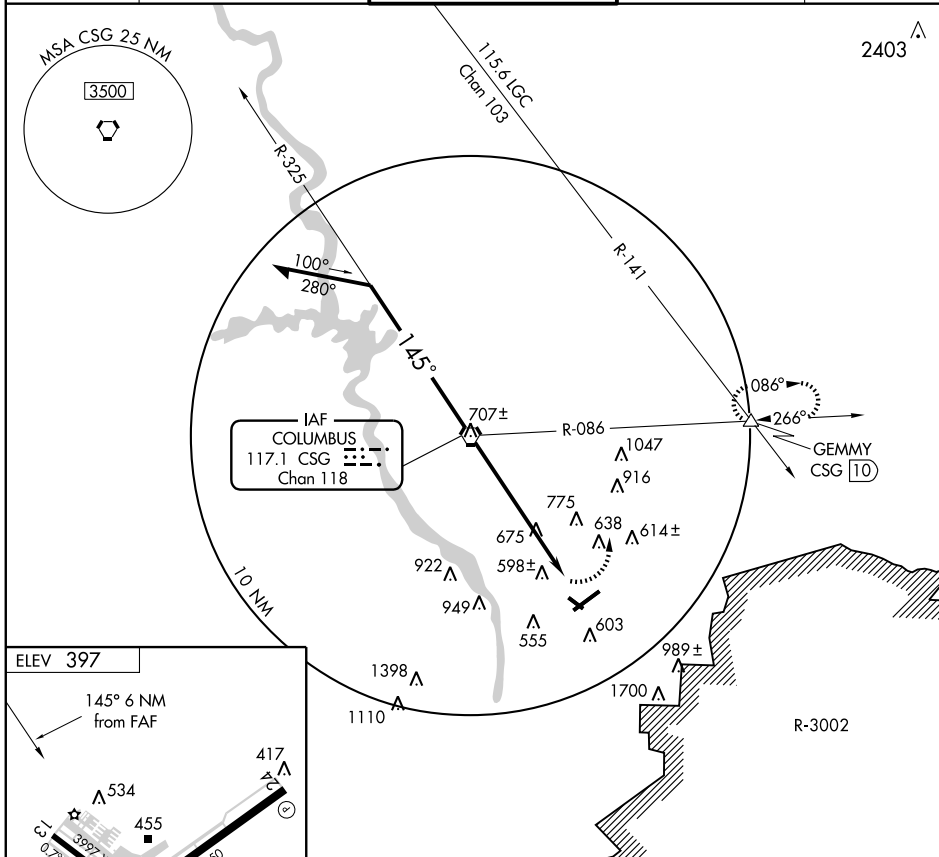


VORTAC CSG <b>117.1</b> Chan <b>118</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>397</b>
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# VOR-A

## COLUMBUS METROPOLITAN (CSG)




<div><div><div></div><div></div></div></div>		MISSED APPROACH: Climbing left turn to 2500 via heading 010° and CSG VORTAC R-086 to GEMMY Int and hold.		
ATIS 127.75	ATLANTA APP CON ★ 125.5 323.1	COLUMBUS TOWER ★ 120.1 (CTAF) 257.8	GND CON 121.9 348.6	UNICOM 122.95



Remain within 10 NM		VORTAC		2500 HDG 010° CSG R-086 117.1		GEMMY △			
2500		325°		145°		2500			
6 NM		6 NM		6 NM		6 NM			
CATEGORY		A		B		C		D	
CIRCLING		980-1		583 (600-1)		980-1½		583 (600-1½)	
980-2		583 (600-2)		980-2		583 (600-2)		980-2	

LOC I-CKF <b>108.9</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>305</b> <b>310</b>
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LOC RWY 10  
CORDELE/CRISP COUNTY-CORDELE (CKF)

  NA	ODALS 	MISSED APPROACH: Climbing left turn to 2000 direct VNA VORTAC and hold.
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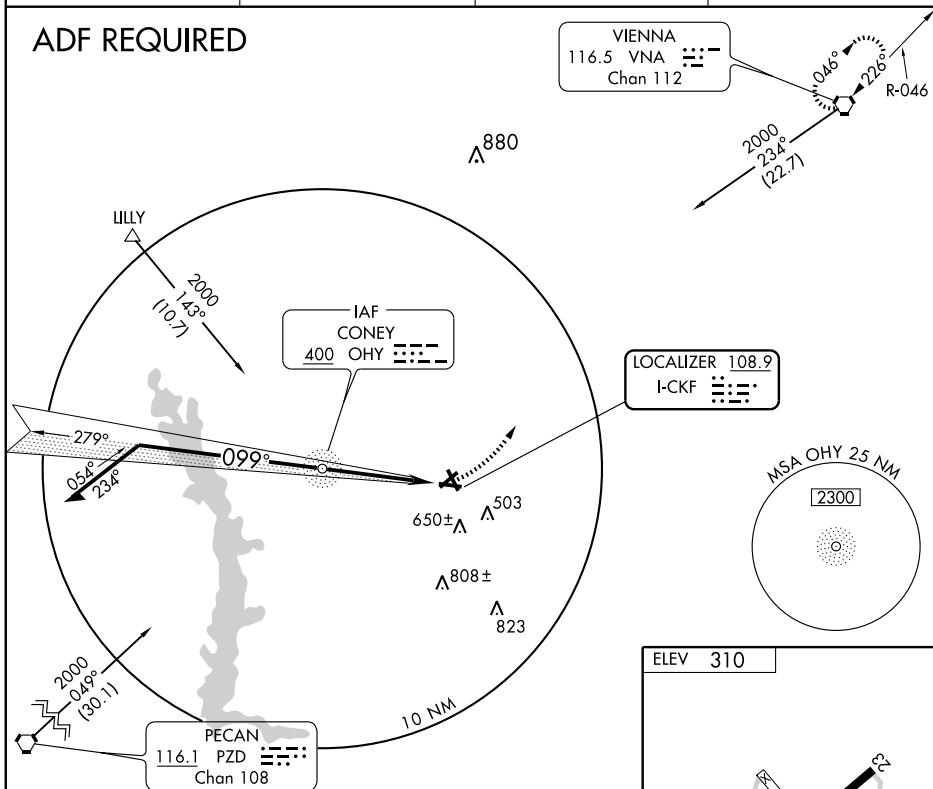
AWOS-3  
119.325

JACKSONVILLE CENTER  
125.75 226.8

GCO  
121.725

UNICOM  
123.050 (CTAF) 

## ADF REQUIRED



Remain  
within 10 NM

NDB


2000

3.50°  $\searrow$   
TCH 43

1900

← 4.2 NM →



VGSI and descent angles  
not coincident.

2000	VNA  116.5
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ELEV 310



REIL Rwy 10 **L**  
MIRL Rwy 10-28 **L**

CATEGORY	A	B	C	D	REIL Rwy 10 					
S-10	680-1 375 (400-1)			680-1½ 375 (400-1½)	MIRL Rwy 10-28 					
					FAF to MAP 4.2 NM					
CIRCLING	820-1 510 (600-1)		960-1¾ 650 (700-1¾)	960-2 650 (700-2)	Knots	60	90	120	150	180
					Min:Sec	4:12	2:48	2:06	1:41	1:24

NDB OHY	APP CRS	Rwy Idg	5001
400	100°	TDZE	308
		Apt Elev	310

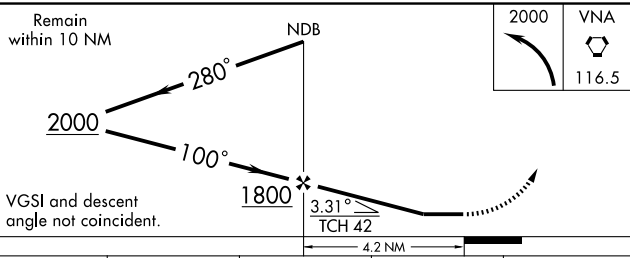
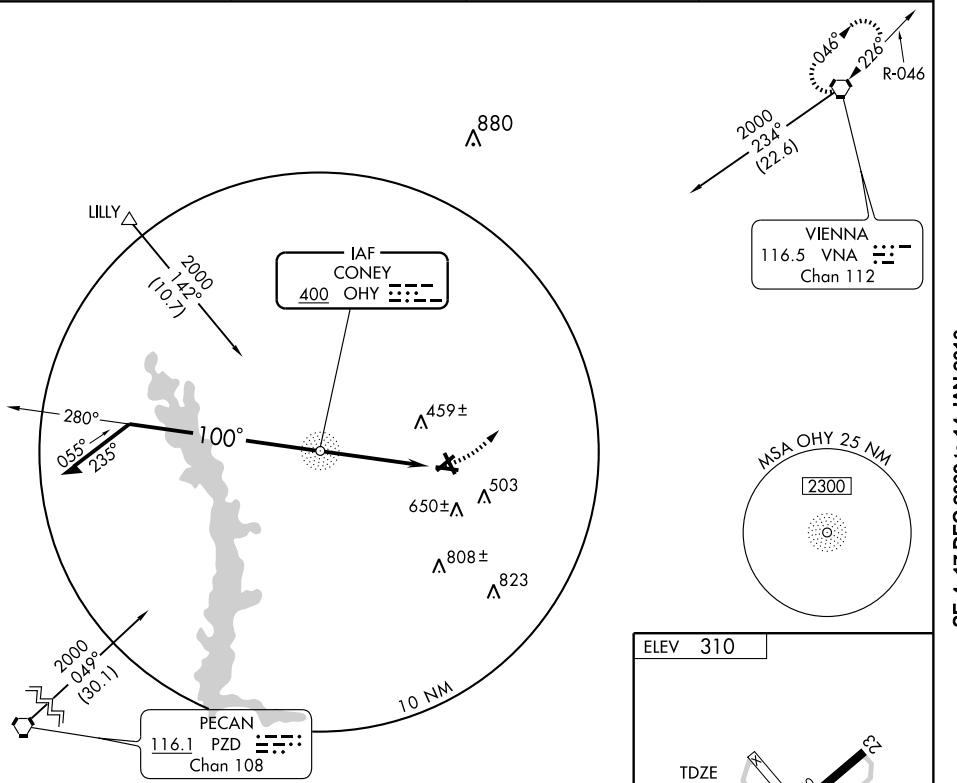
CORDELE/CRISP COUNTY-CORDELE (CKF)

When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-10 Cats C and D visibility ¼ mile, circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3 119.325	JACKSONVILLE CENTER 125.75 226.8	GCO 121.725	UNICOM 123.050 (CTAF) 0
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CATEGORY	A	B	C	D
S-10	760-1 452 (500-1)		760-1¼ 452 (500-1¼)	760-1½ 452 (500-1½)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)

REIL Rwy 10 0	
MIRL Rwy 10-28 0	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

SE-4, 17 DEC 2009 to 14 JAN 2010



WAAS Ch <b>40106</b> <b>W05A</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>5006</b> <b>310</b> <b>310</b>
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RNAV (GPS) RWY 5

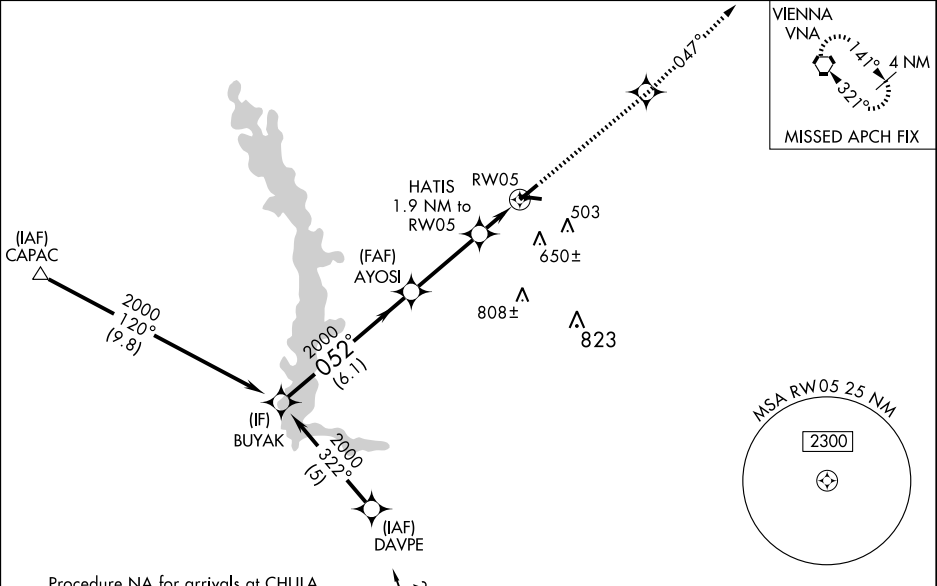
CORDELE / CRISP COUNTY-CORDELE (CKF)

**T** When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet, all MDAs 100 feet, and LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cats C and D visibilities ¼ mile, Circling visibility Cat. C ¼ mile, Cat. D ½ mile.

**A** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). Visibility reduction by helicopters NA. Baro-VNAV NA when using Albany altimeter setting. Straight-in minimums NA at night.

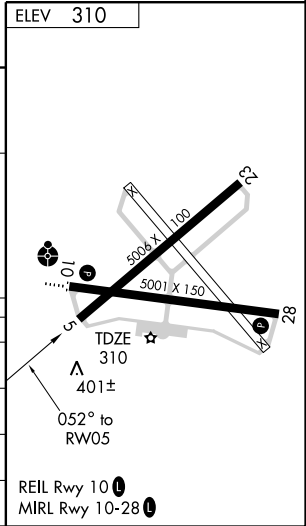
MISSED APPROACH: Climb to 2000 direct EBESE and via 047° track to VNA VORTAC and hold.

AWOS-3 <b>119.325</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	GCO <b>121.725</b>	UNICOM <b>123.050 (CTAF)</b>
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Procedure NA for arrivals at CHULA via V537 Southbound and via V578 Eastbound.

Procedure Turn NA	BUYAK	AYOSI	HATIS 1.9 NM to RW05	RW05
2000	052°	2000	*960	
GS 3.00° TCH 45				
	6.1 NM	3.2 NM	1.9 NM	
CATEGORY	A	B	C	D
LPV DA	623-1 313 (400-1)			
LNAV/VNAV DA	661-1¼ 351 (400-1¼)			
LNAV MDA	660-1 350 (400-1)			660-1¼ 350 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)



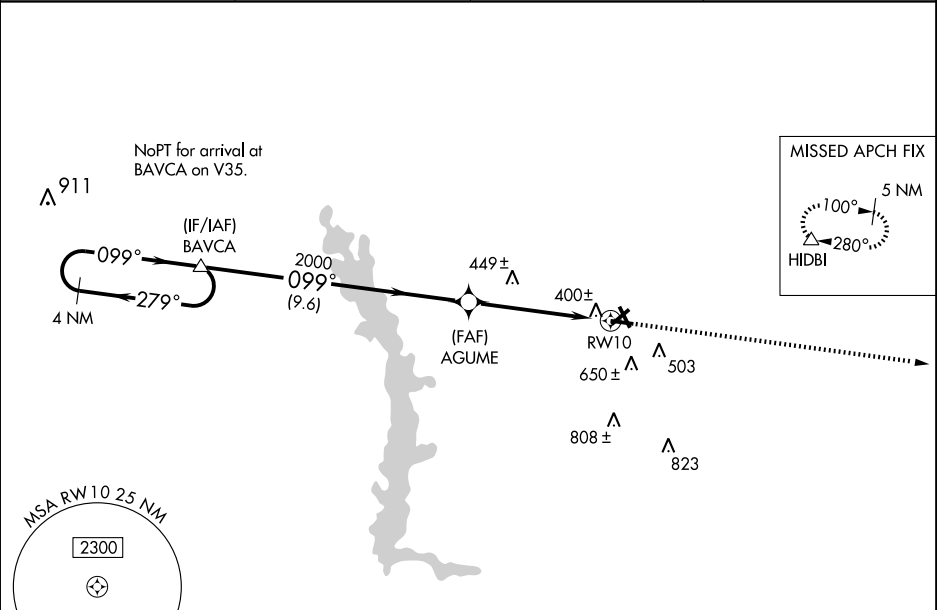
WAAS Ch <b>57905</b> <b>W10A</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>308</b> <b>310</b>
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RNAV (GPS) RWY 10

CORDELE / CRISP COUNTY-CORDELE (CKF)

<p>Inoperative table does not apply. Baro-VNAV NA when using Albany altimeter setting. If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 2100 direct HDBI and hold.</p>
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AWOS-3 <b>119.325</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	GCO <b>121.725</b>	UNICOM <b>123.050</b> (CTAF) <b>1</b>
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<p>4 NM Holding Pattern</p> <p>BAVCA</p> <p>AGUME</p> <p>2100</p> <p>HIDBI</p> <p>2000</p> <p>279°</p> <p>099°</p> <p>2000</p> <p>9.6 NM</p> <p>5.1 NM</p> <p>RWY 10</p> <p>GS 3.00° TCH 53</p> <p>VGSI and RNAV glidepath not coincident.</p>					<p>ELEV 310</p> <p>TDZE 308</p> <p>5008 X 100</p> <p>5001 X 150</p> <p>099° to RWY 10</p> <p>28</p>
CATEGORY	A	B	C	D	
LPV DA	635-1¼ 327 (400-1¼)				
LNAV/VNAV DA	688-1¼ 380 (400-1¼)				
LNAV MDA	700-1 392 (400-1)			700-1¼ 392 (400-1¼)	
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)	REIL Rwy 10 <b>1</b> MIRL Rwy 10-28 <b>1</b>

WAAS Ch <b>90206</b> <b>W23A</b>	APP CRS <b>232°</b>	Rwy Idg TDZE Apt Elev	<b>5006</b> <b>308</b> <b>310</b>
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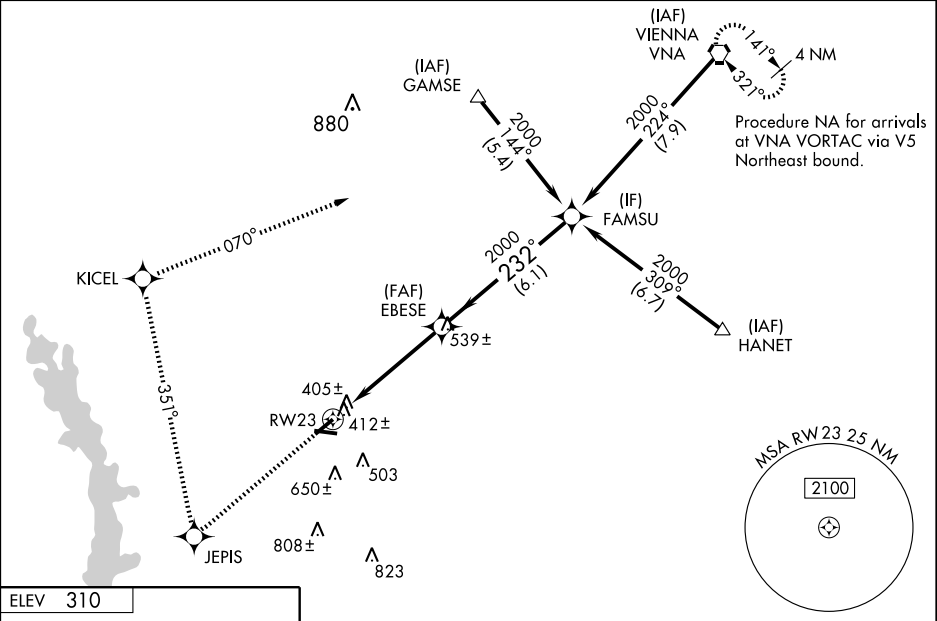
RNAV (GPS) RWY 23

CORDELE / CRISP COUNTY-CORDELE (CKF)

▼ Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet and all MDAs 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat. C visibilities ¼ mile, Circling Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct JEPIS and right turn via 351° track to KICEL and via 070° track to VNA VORTAC and hold.

AWOS-3 <b>119.325</b>	JACKSONVILLE CENTER <b>125.75 226.8</b>	GCO <b>121.725</b>	UNICOM <b>123.050</b> (CTAF) <b>0</b>
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VORTAC VNA	APP CRS	Rwy Idg	5006
116.5	226°	TDZE	308
Chan 112		Apt Elev	310

# VOR/DME RWY 23

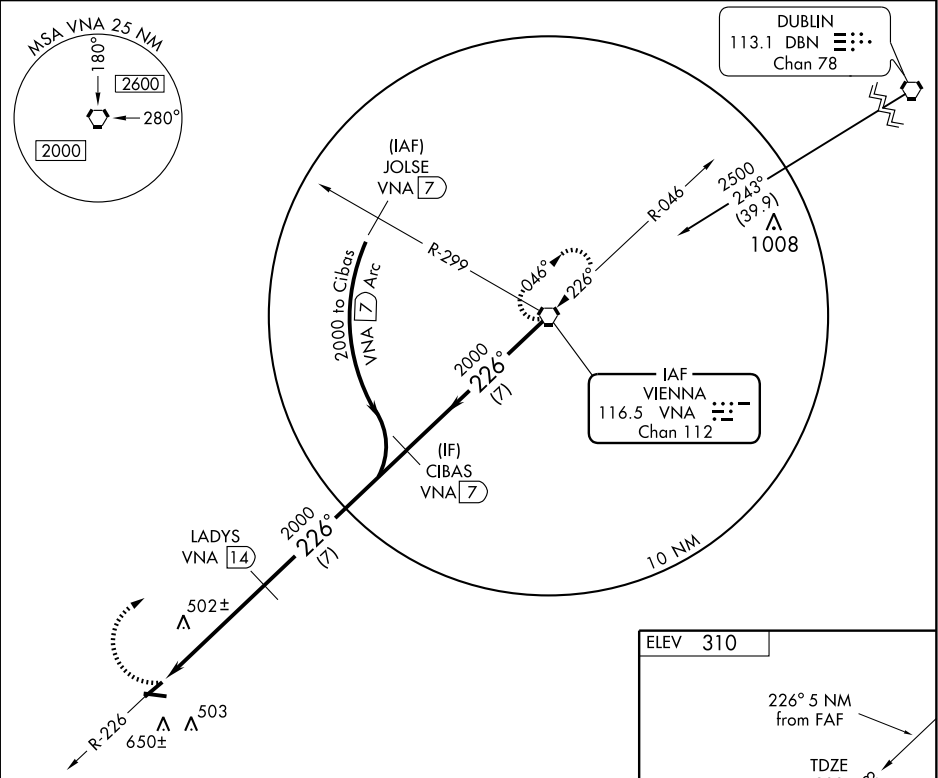
CORDELE/ CRISP COUNTY-CORDELE (CKF)

**▼** Straight-in minimums NA at night. Visibility reduction by helicopters NA.

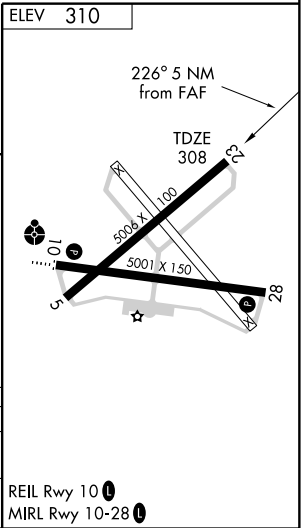
**▲** When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-23 Cats. C and D visibility ¼ mile Circling visibility Cat. C ¼ mile and Cat. D ½ mile.

**MISSED APPROACH:** Climbing right turn to 2000 direct VNA VORTAC and hold.

AWOS-3 119.325	JACKSONVILLE CENTER 125.75 226.8	GCO 121.725	UNICOM 123.050 (CTAF) 0
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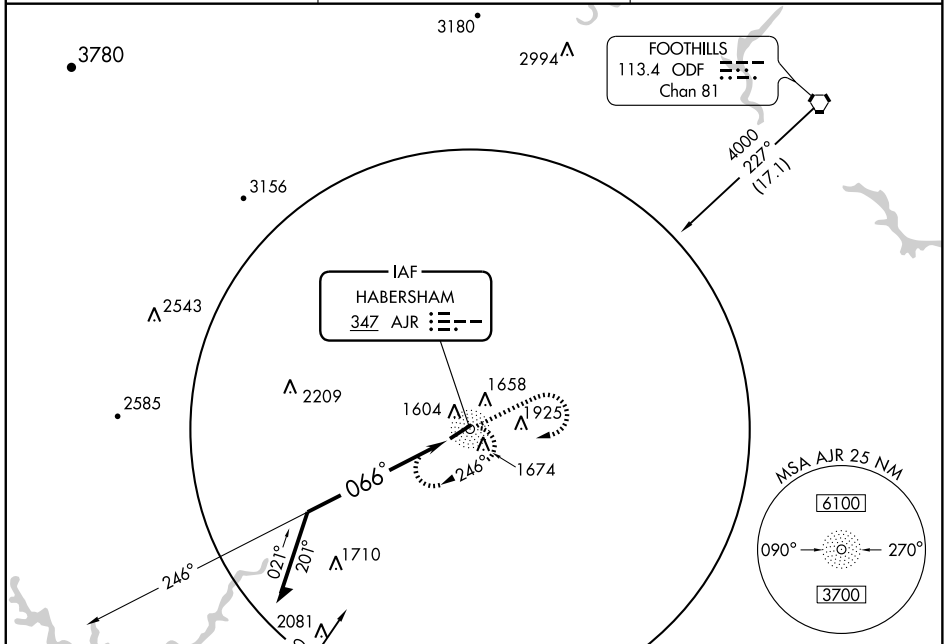
2000	VNA 116.5	LADYS VNA 14	CIBAS VNA 7	VORTAC
VNA 19	2000	2000	2000	2000
≤ 3.09°	TCH 45			Procedure Turn NA
5 NM	7 NM	7 NM		
CATEGORY	A	B	C	D
S-23	820-1 512 (600-1)	820-1½ 512 (600-1½)	820-1¾ 512 (600-1¾)	
CIRCLING	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)	



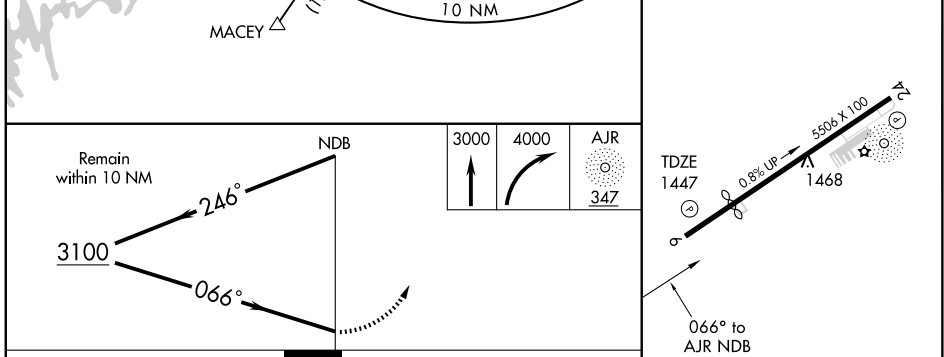
NDB AJR <b>347</b>	APP CRS <b>066°</b>	Rwy Idg TDZE Apt Elev	<b>4111</b> <b>1447</b> <b>1448</b>
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<p><b>▽</b> <b>△ NA</b></p> <p>If local altimeter setting not received, use Gainesville, GA altimeter setting and increase all MDAs 80 feet.</p>	<p>MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AJR NDB and hold.</p>
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AWOS-3 <b>119.175</b>	ATLANTA CENTER <b>134.8 307.9</b>	UNICOM <b>122.7 (CTAF) ①</b>
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ELEV 1448
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CATEGORY	A	B	C	D
S-6	2060-1	613 (700-1)	2060-1 <sup>3</sup> / <sub>4</sub> 613 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	2060-1	612 (700-1)	2100-1 <sup>3</sup> / <sub>4</sub> 652 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

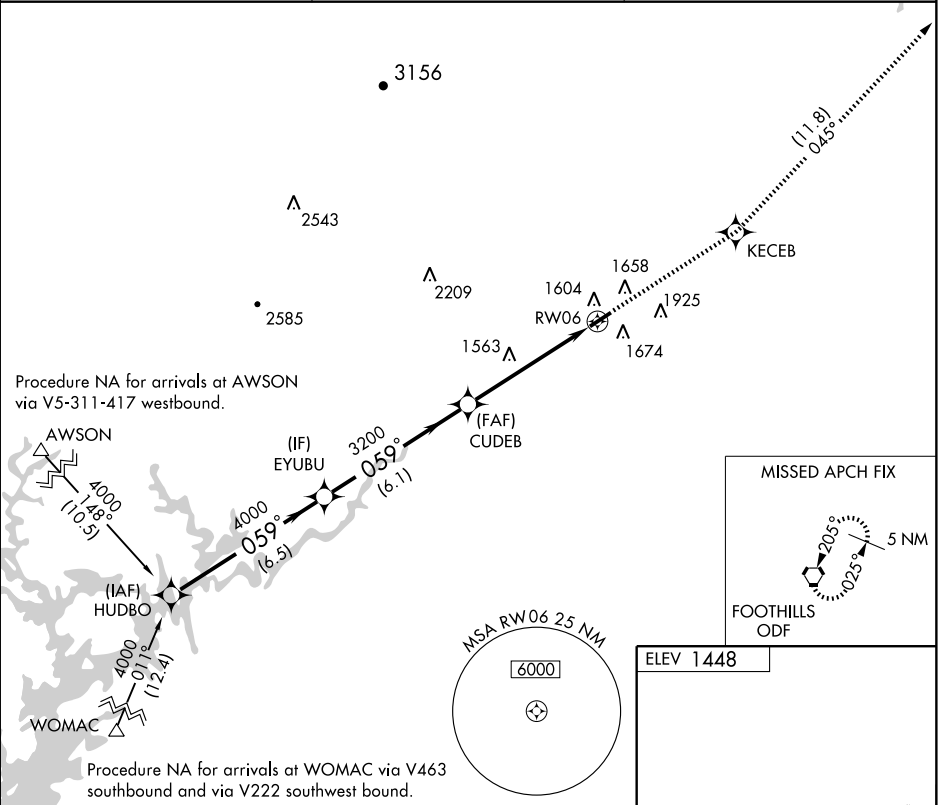
APP CRS	Rwy Idg	4111
059°	TDZE	1446
	Apt Elev	1448

RNAV (GPS) RWY 6  
CORNELIA/ HABERSHAM COUNTY (AJR)

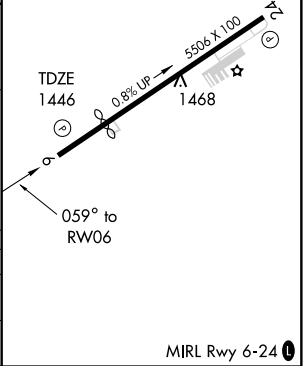
NA If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Lee Gilmer Memorial altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct KECEB and via 045° track to ODF VORTAC and hold.

AWOS-3 119.175	ATLANTA CENTER 134.8 307.9	UNICOM 122.7 (CTAF)
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	HUDBO	EYUBU	CUDEB	KECEB	TRK 045°	ODF
	4000	4000	3200	5000		
	Procedure Turn NA					
	6.5 NM	6.1 NM	3.9 NM	1.5 NM		
	059°		3.05°			
			TCH 45			
			1.5 NM to RW06			
CATEGORY	A	B	C	D		
LNAV MDA	1960-1	514 (600-1)	1960-1½ 514 (600-1½)	1960-1¾ 514 (600-1¾)		
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)		



APP CRS	Rwy Idg	<b>5506</b>
<b>239°</b>	TDZE	<b>1448</b>
	Apt Elev	<b>1448</b>

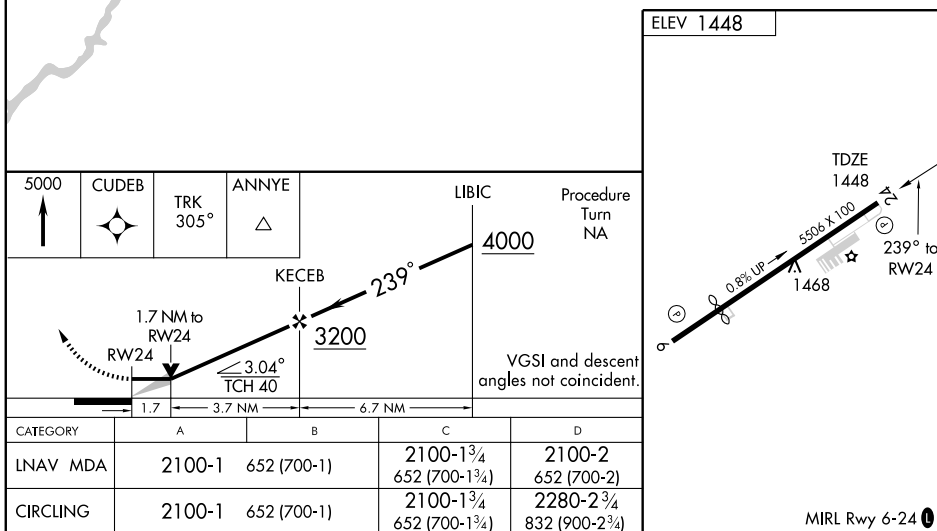
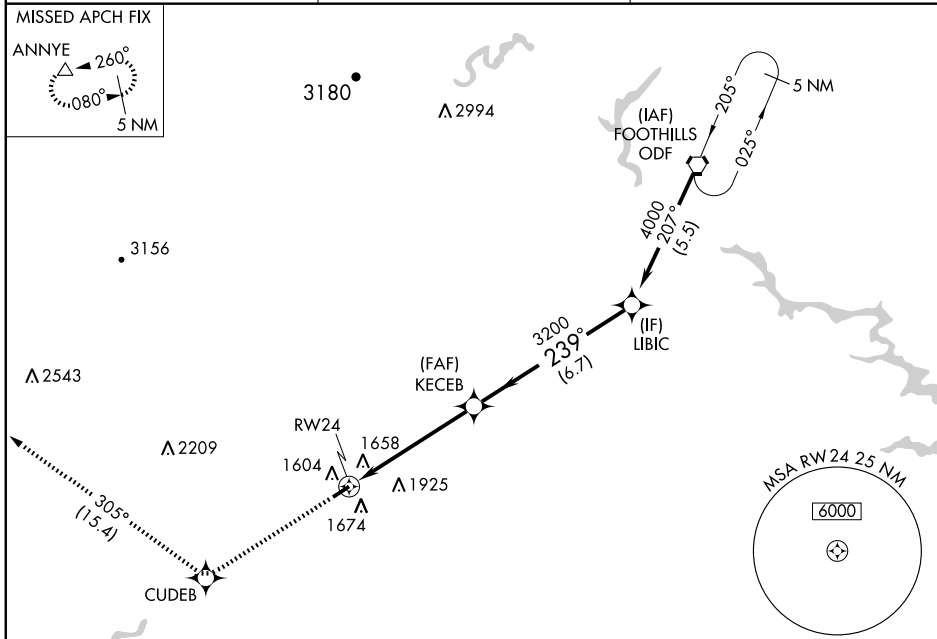
# RNAV (GPS) RWY 24

CORNELIA/ HABERSHAM COUNTY (AJR)

**▼** If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Lee Gilmer Memorial altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

**MISSED APPROACH:** Climb to 5000 direct CUDEB and via 305° track to ANNYE and hold.

AWOS-3 <b>119.175</b>	ATLANTA CENTER <b>134.8 307.9</b>	UNICOM <b>122.7 (CTAF) 0</b>
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VORTAC ODF	APP CRS	Rwy Idg	4111
113.4	048°	TDZE	1446
Chan 81		Apt Elev	1448

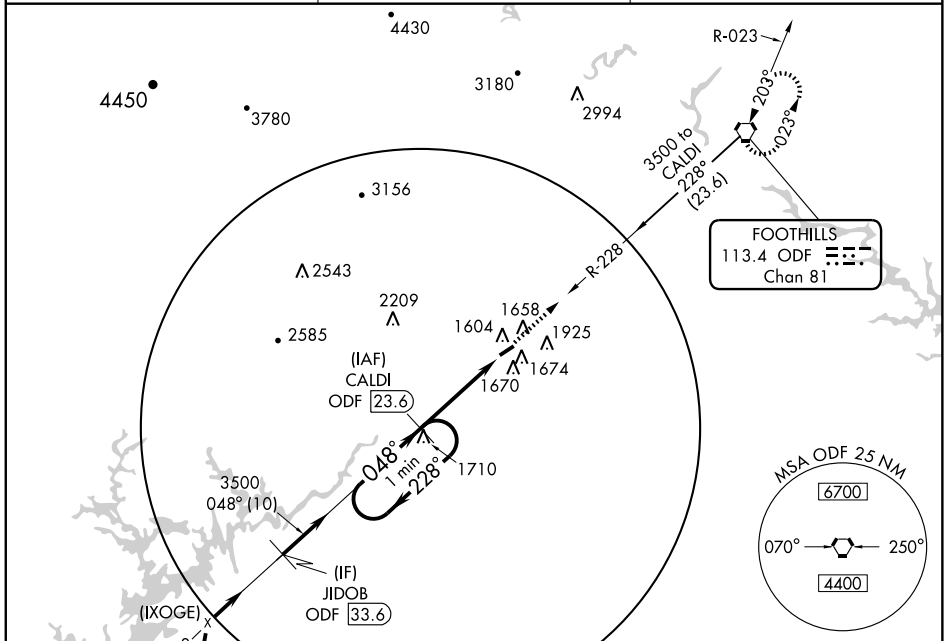
# VOR/DME RWY 6

CORNELIA/ HABERSHAM COUNTY (AJR)

**NA** If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 5000 via ODF R-228 to ODF VORTAC and hold.

AWOS-3 <b>119.175</b>	ATLANTA CENTER <b>134.8 307.9</b>	UNICOM <b>122.7 (CTAF) 0</b>
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Procedure NA for arrivals at WOMAC via V463 southbound. (IAF) WOMAC

4000 NoPT to JIDOB ODF [33.6] 010° heading (7.6) and 048° (5.5)

(IF) JIDOB ODF [33.6]

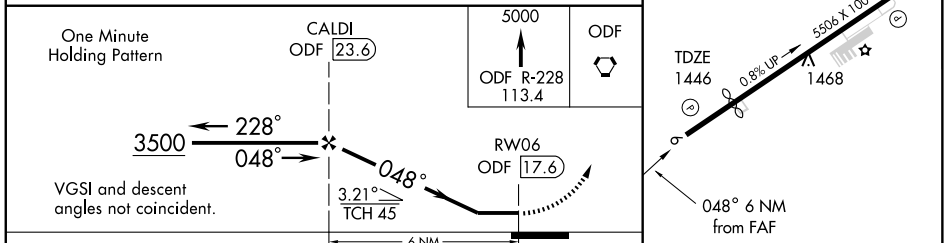
(IXOGE) R-228

3500 048° (10)

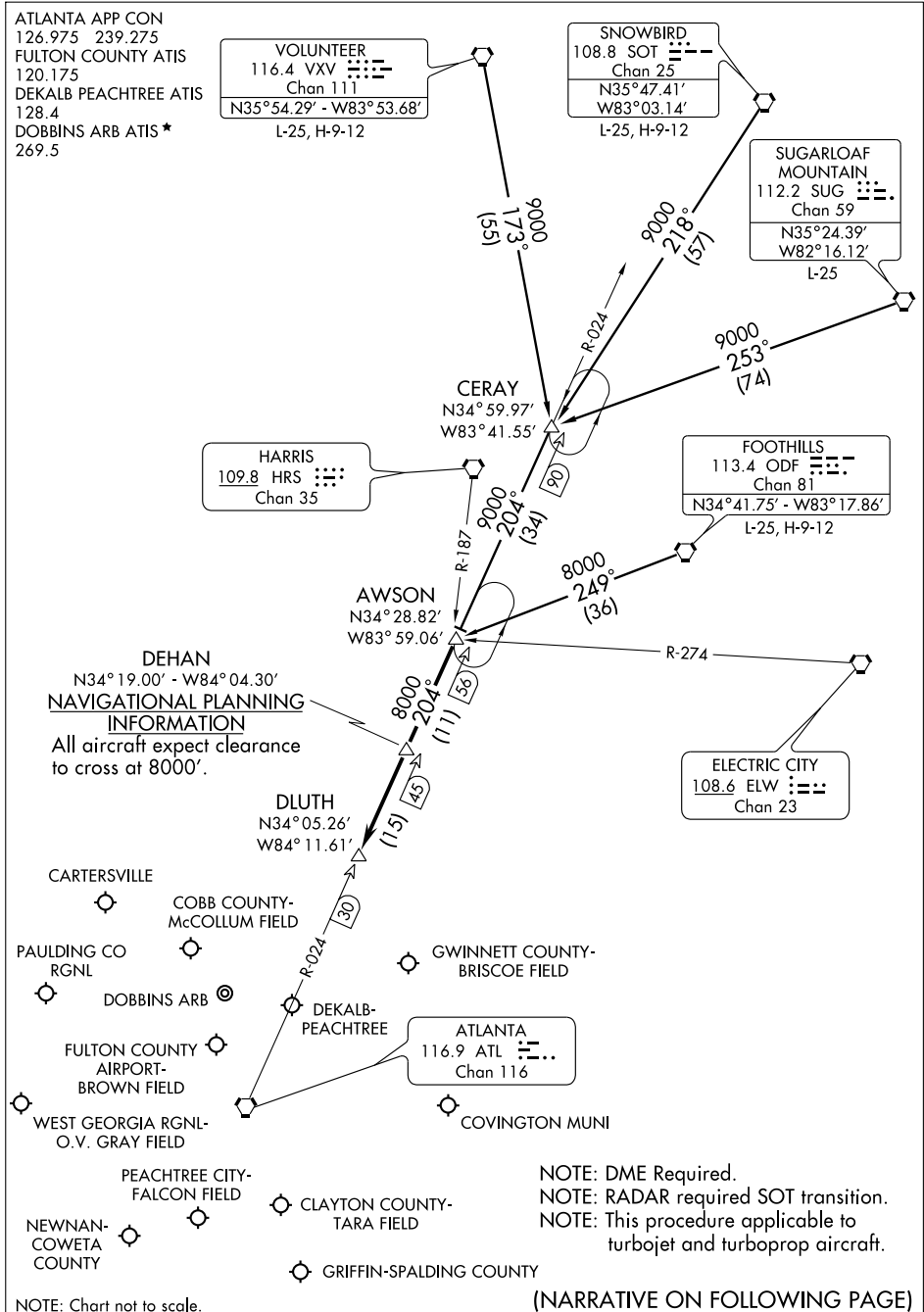
1 min 228°

15 NM

ELEV 1448



CATEGORY	A	B	C	D
S-6	1980-1	534 (600-1)	1980-1½ 534 (600-1½)	1980-1¾ 534 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)



## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

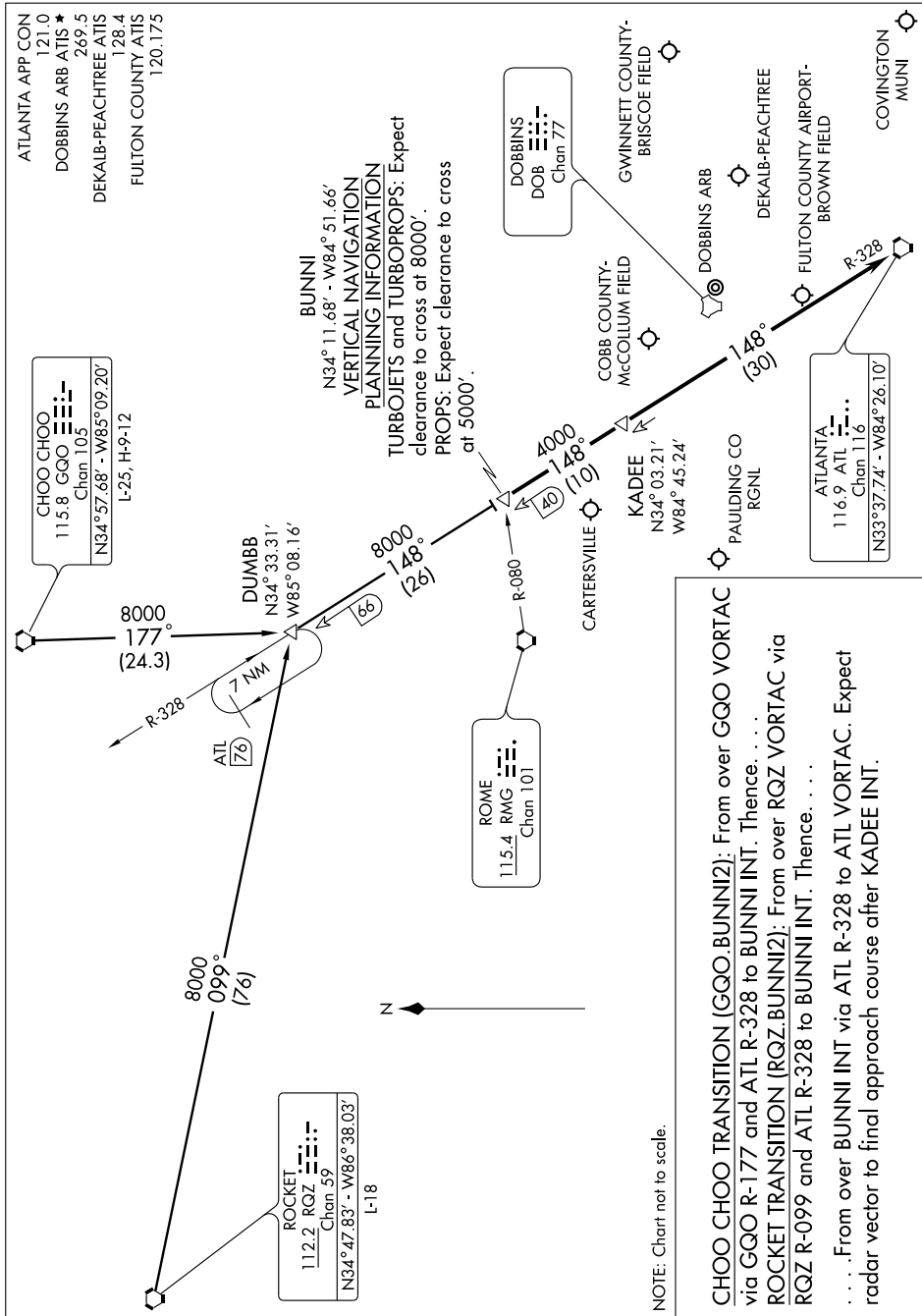
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.



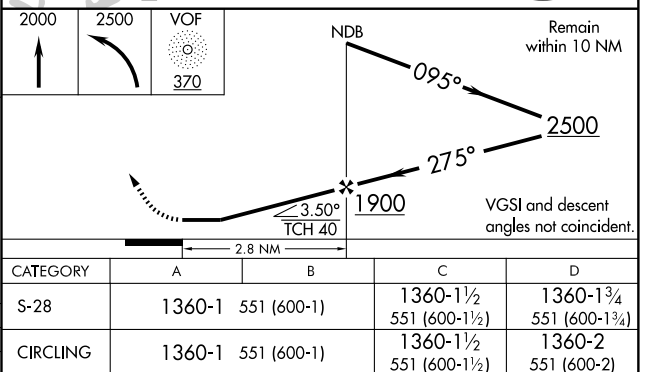
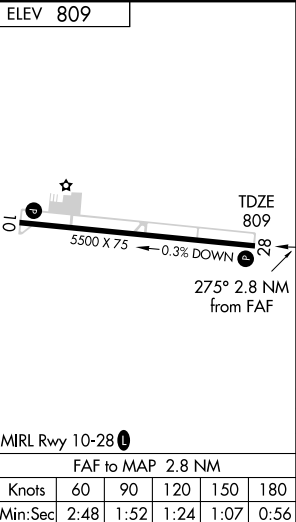
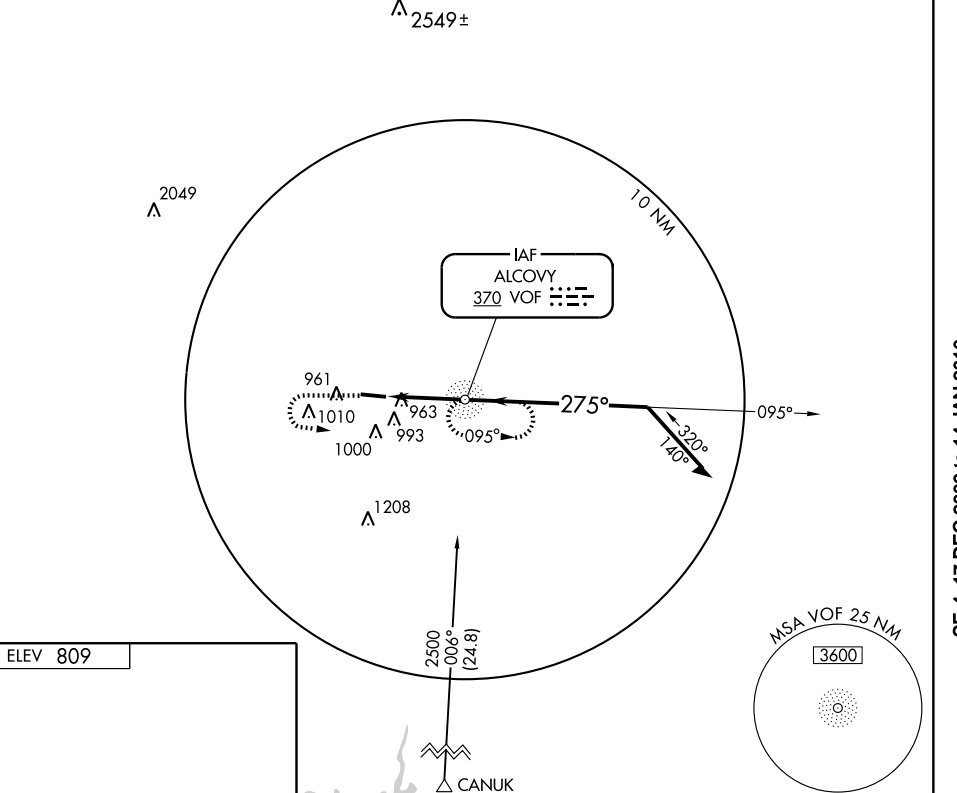
▼

NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and S-28 Cats. C and D and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct VOF NDB and hold.

AWOS-3 118.725	ATLANTA APP CON 128.575 381.65	CLNC DEL 119.875	UNICOM 123.0 (CTAF) 0
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SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
100°	TDZE	795
	Apt Elev	809

# RNAV (GPS) RWY 10

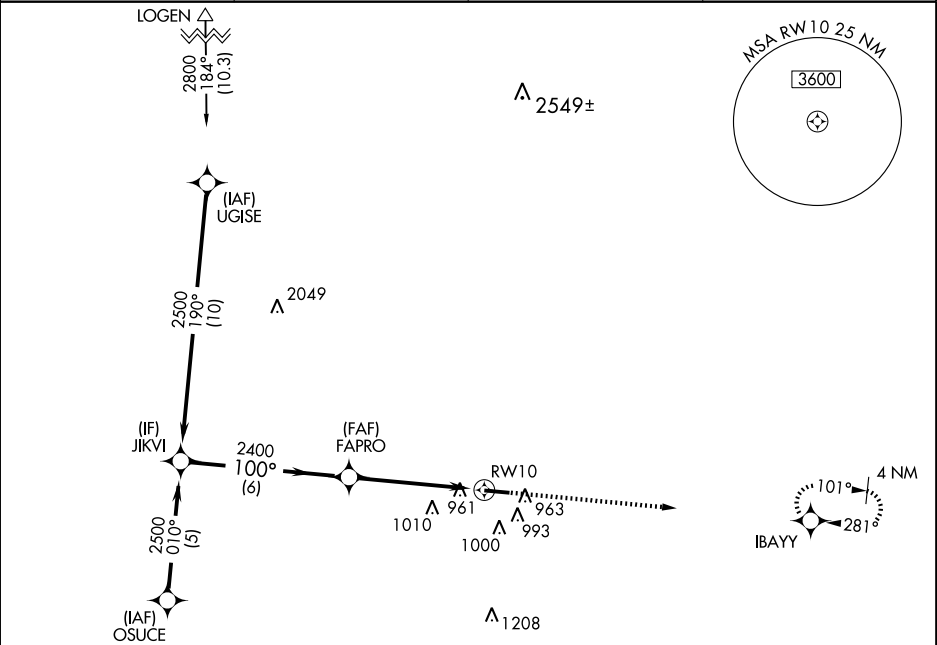
COVINGTON MUNI (9A1)

**⚠** When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and LNAV Cat. C visibility ¼ mile, Cat. D visibility ½ mile, and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**⚠ NA**

**MISSED APPROACH:**  
Climb to 3000 direct IBAYY and hold.

AWOS-3 118.725	ATLANTA APP CON 128.575 381.65	CLNC DEL 119.875	UNICOM 123.0 (CTAF) <b>📶</b>
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Procedure Turn NA	JIKVI	FAPRO	RWY 10	ELEV 809
2500	100°	2400	3.04° TCH 40	TDZE 795
6 NM	4.9 NM			5500 X 75 0.3% DOWN
CATEGORY	A	B	C	D
LNAV MDA	1220-1	425 (500-1)	1220-1¼	425 (500-1¼)
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)
MIRL Rwy 10-28 <b>📶</b>				

WAAS

CH 72710

W28A

APP CRS

281°

Rwy Idg

5500

TDZE

809

Apt Elev

809

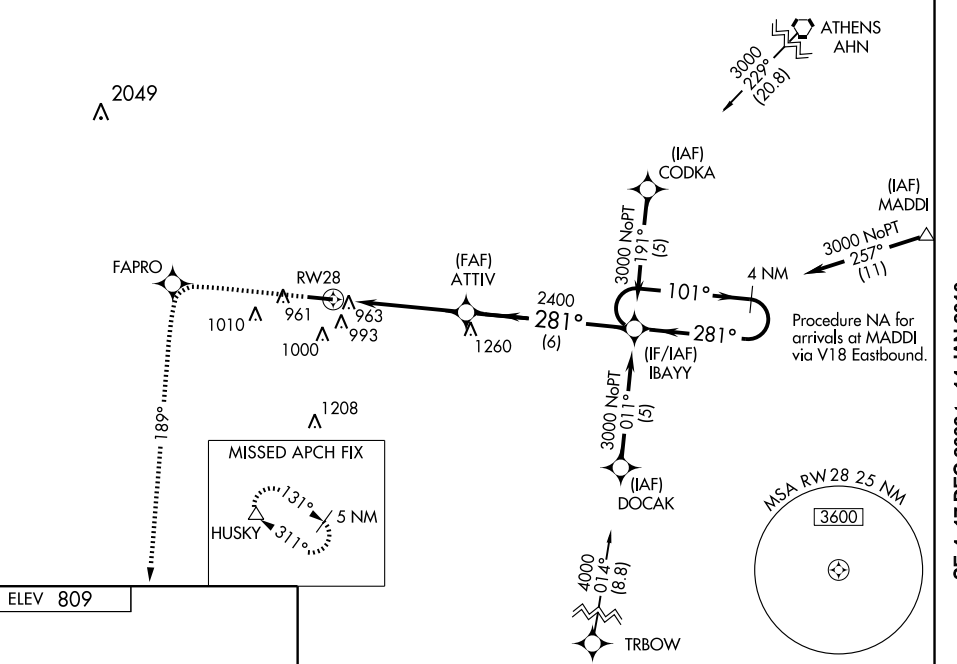
▼

▲ NA

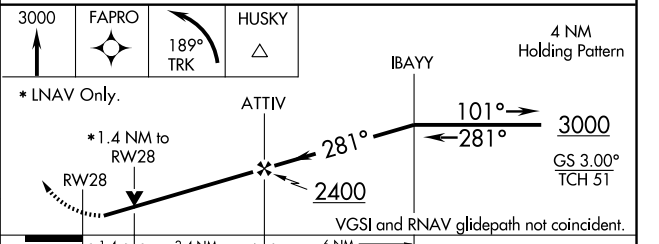
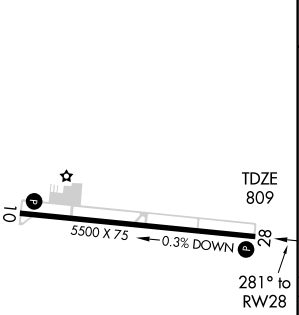
Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 85 ft, all MDA 100 ft, LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile, LNAV Cat. C and D visibility ½ mile, and Circling Cat. C visibility ¼ mile. VDP NA when using Lawrenceville altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAPRO and left turn via 189° track to HUSKY and hold.

AWOS-3 118.725	ATLANTA APP CON 128.575 381.65	CLNC DEL 119.875	UNICOM 123.0 (CTAF) 0
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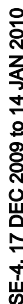
ELEV 809



CATEGORY	A	B	C	D
LPV DA	1118-1 309 (400-1)			
LNAV/VNAV DA	1263-1½ 454 (500-1½)			
LNAV MDA	1280-1 471 (500-1)	1280-1¼ 471 (500-1¼)	1280-1½ 471 (500-1½)	1280-1½ 471 (500-1½)
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 0

SE-4, 17 DEC 2009 to 14 JAN 2010





VORTAC ATL	APP CRS	Rwy Idg	5500
116.9	089°	TDZE	795
Chan 116		Apt Elev	809

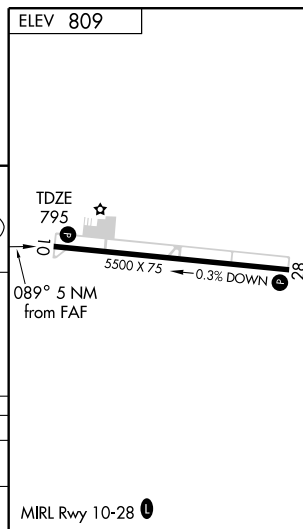
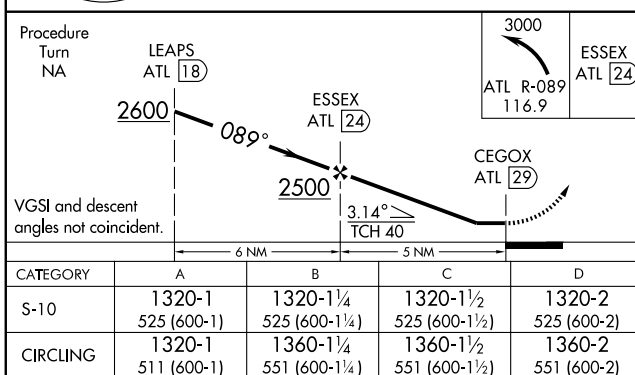
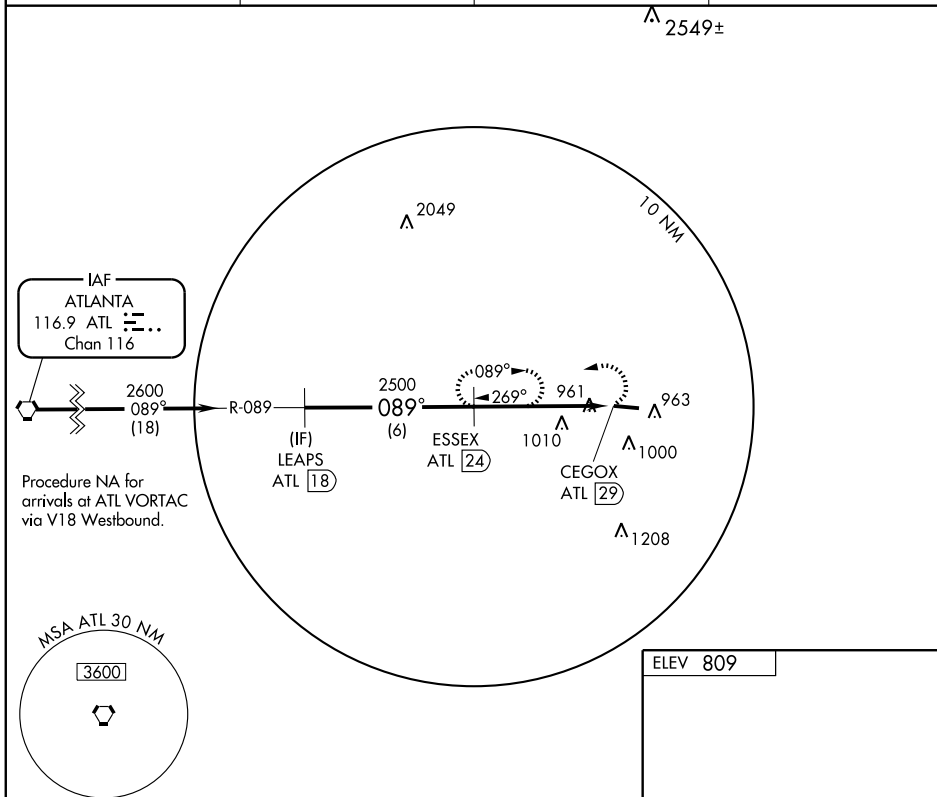
# VOR/DME RWY 10

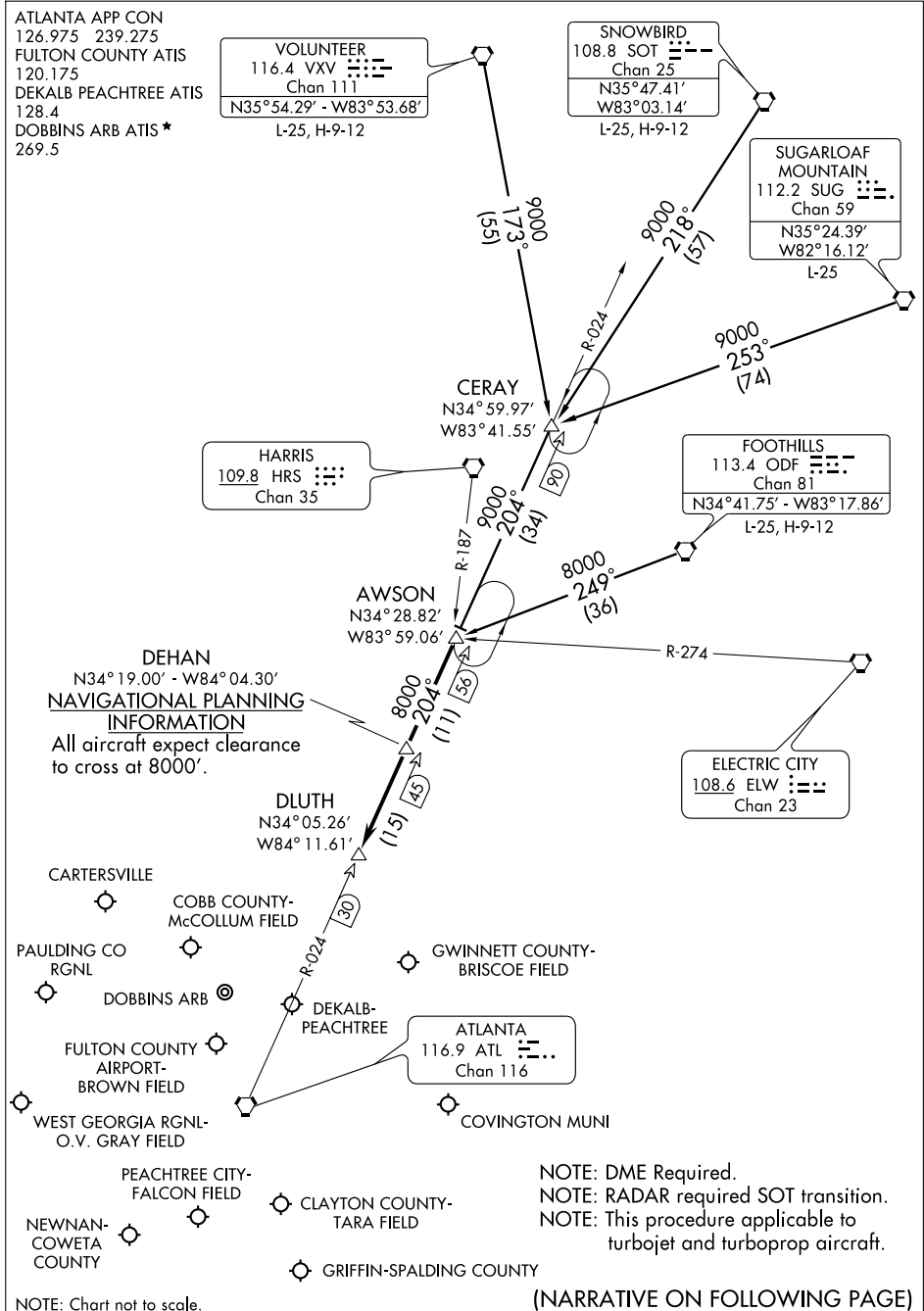
COVINGTON MUNI (9A1)

**▲** When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 feet and Cat. C visibilities ¼ mile.  
**▲ NA** Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing left turn to 3000 via ATL R-089 to ESSEX/ATL 24 DME and hold.

AWOS-3 <b>118.725</b>	ATLANTA APP CON <b>128.575 381.65</b>	CLNC DEL <b>119.875</b>	UNICOM <b>123.0 (CTAF) 0</b>
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## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

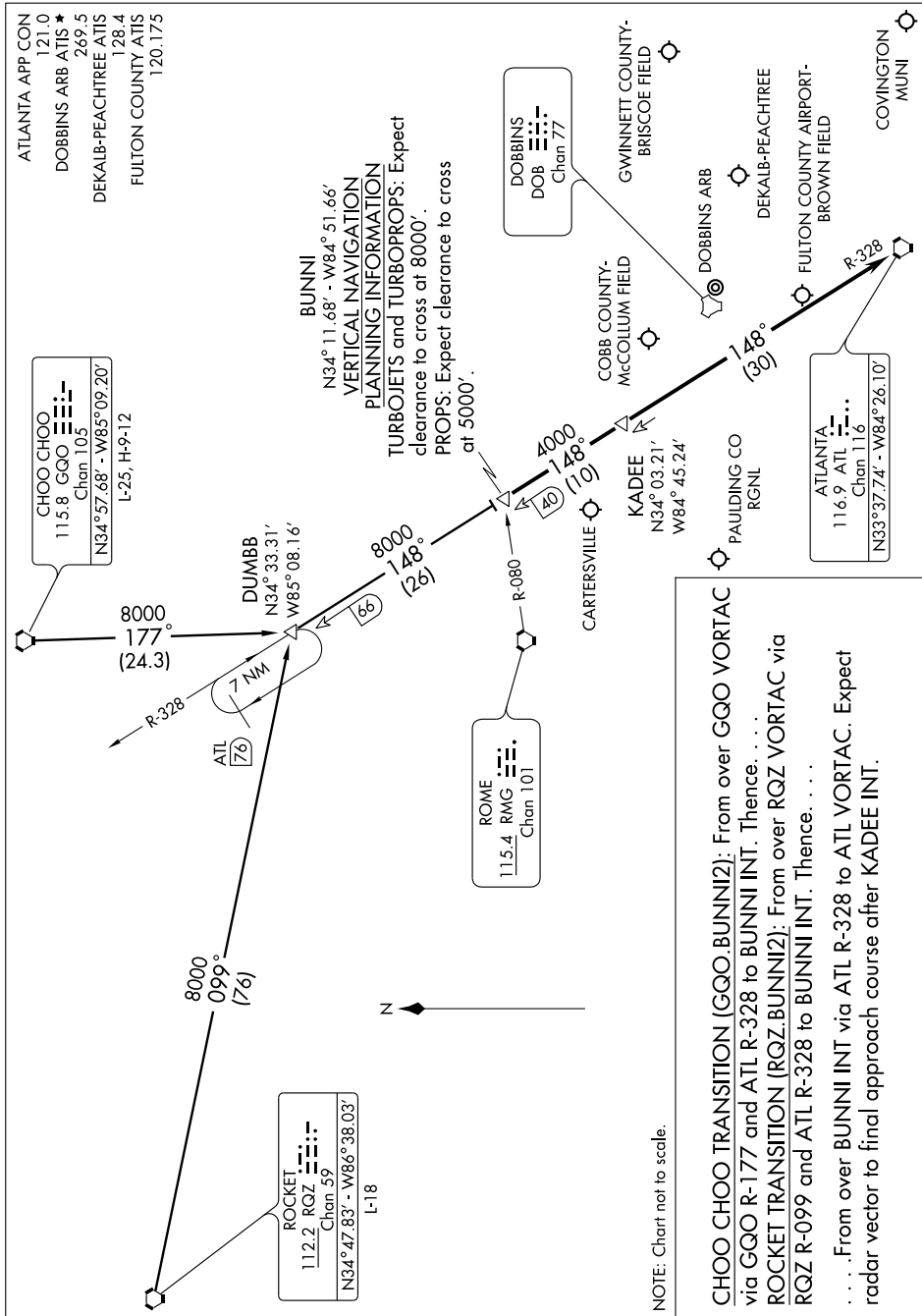
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . . From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.



LOC/DME I-PUJ <b>109.15</b> Chan <b>28Y</b>	APP CRS <b>311°</b>	Rwy Idg <b>5505</b> TDZE <b>1283</b> Apt Elev <b>1289</b>
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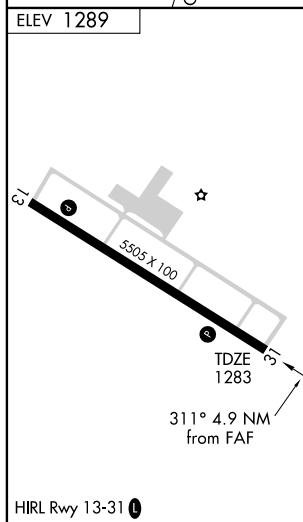
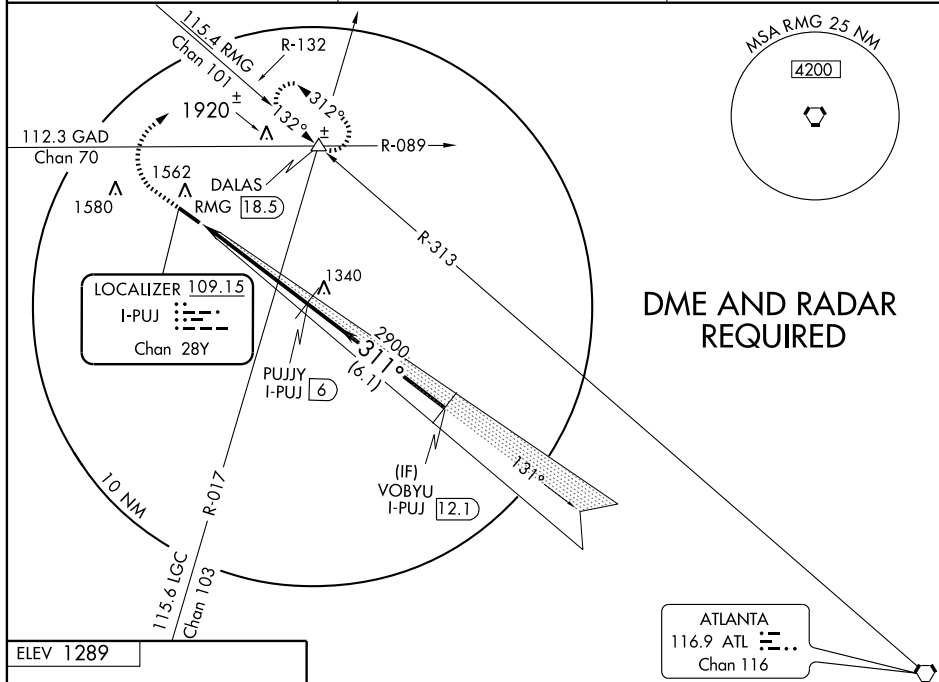
## ILS or LOC/DME RWY 31

DALLAS/ PAULDING COUNTY RGNL (PUJ)

**NA** When local diimeter selling not received, use Catersville diimeter selling and increase all DA/MDAs 120 feet and increase S-LS visibility all Cats. ¼ mile, increase S-LOC visibility Cat. C and D ½ mile, and Circling Cat. C and D visibility ½ mile.

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3600 via RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

AWOS-3 <b>126.225</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>123.075 (CTAF)</b> 
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CATEGORY	A	B	C	D
S-ILS 31	1483- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )			
S-LOC 31	1680-1 397 (400-1)			1680-1 $\frac{1}{4}$ 397 (400-1 $\frac{1}{4}$ )
CIRCLING	1880-1 591 (600-1)		1880-1 $\frac{1}{2}$ 591 (600-1 $\frac{1}{2}$ )	1940-2 651 (700-2)

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

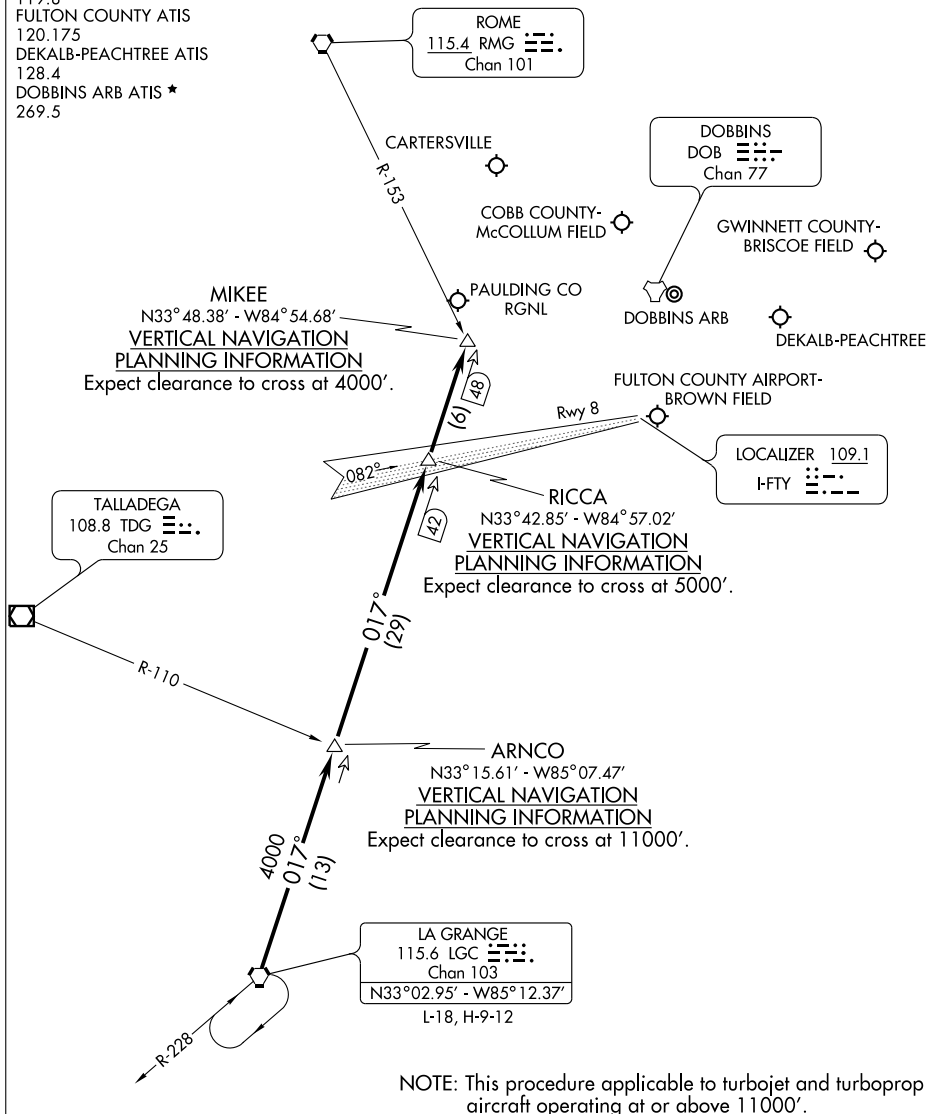
120.175

DEKALB-PEACHTREE ATIS

128.4

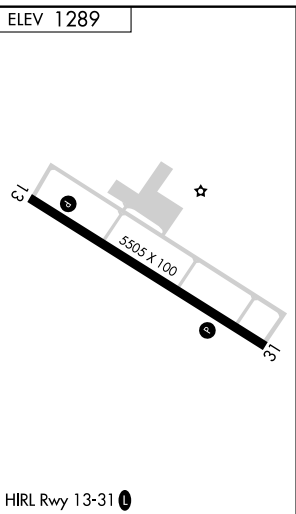
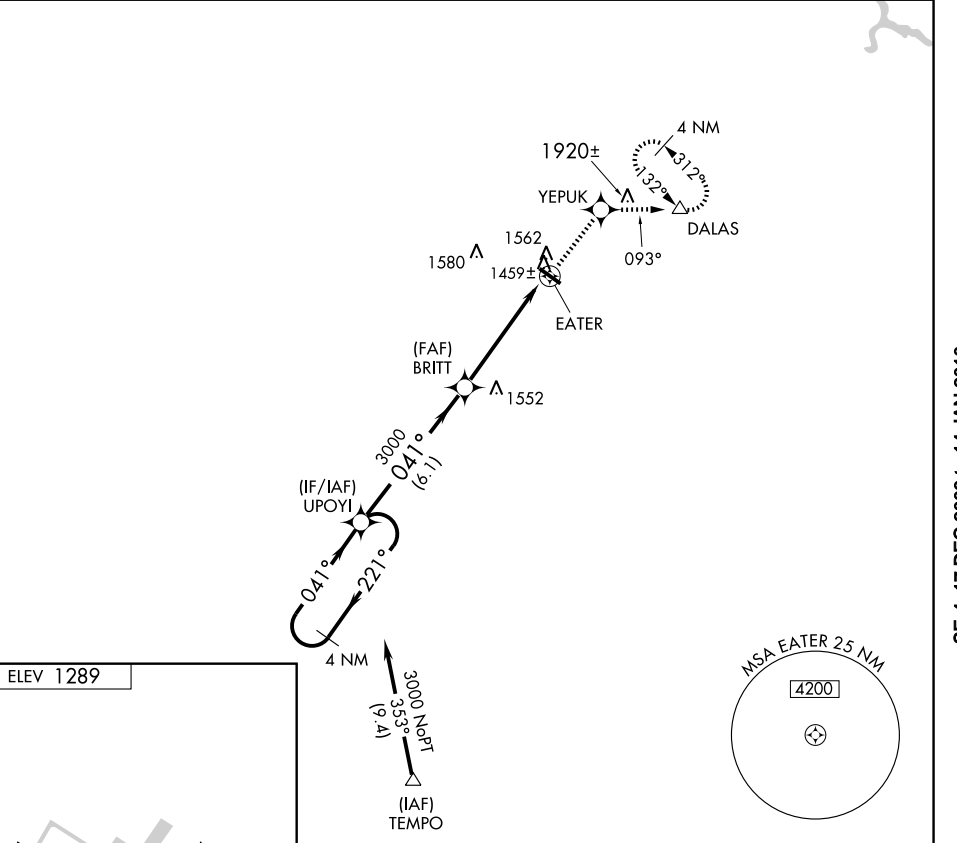
DOBBINS ARB ATIS \*

269.5



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

<div>▼</div> <div>▲ NA</div>	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet, increase Cat. C and D visibility ½ mile.	MISSED APPROACH: Climb to 3000 direct YEPUK and via 093° track to DALAS and hold.
AWOS-3 126.225	ATLANTA APP CON 121.0 268.7	UNICOM 123.075 (CTAF) <b>0</b>



3000	YEPUK	DALAS	4 NM Holding Pattern	
↑	✧	△	BRITT	UPOYI
<div> <div>EATER</div> <div>3000</div> <div>041°</div> <div>221°</div> <div>3000</div> </div>				
<div> <div>5 NM</div> <div>6.1 NM</div> </div>				
CATEGORY	A	B	C	D
CIRCLING	1880-1	591 (600-1)	1880-1½ 591 (600-1½)	1940-2 651 (700-2)

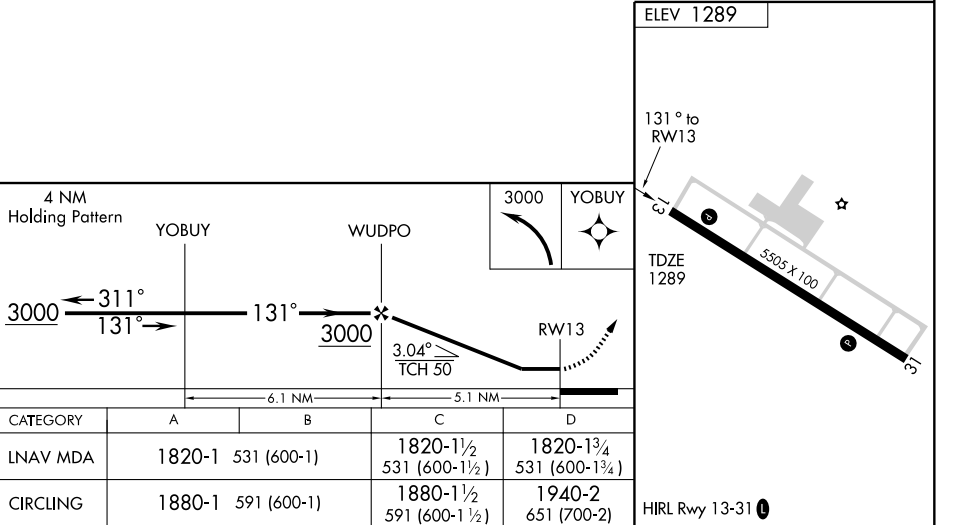
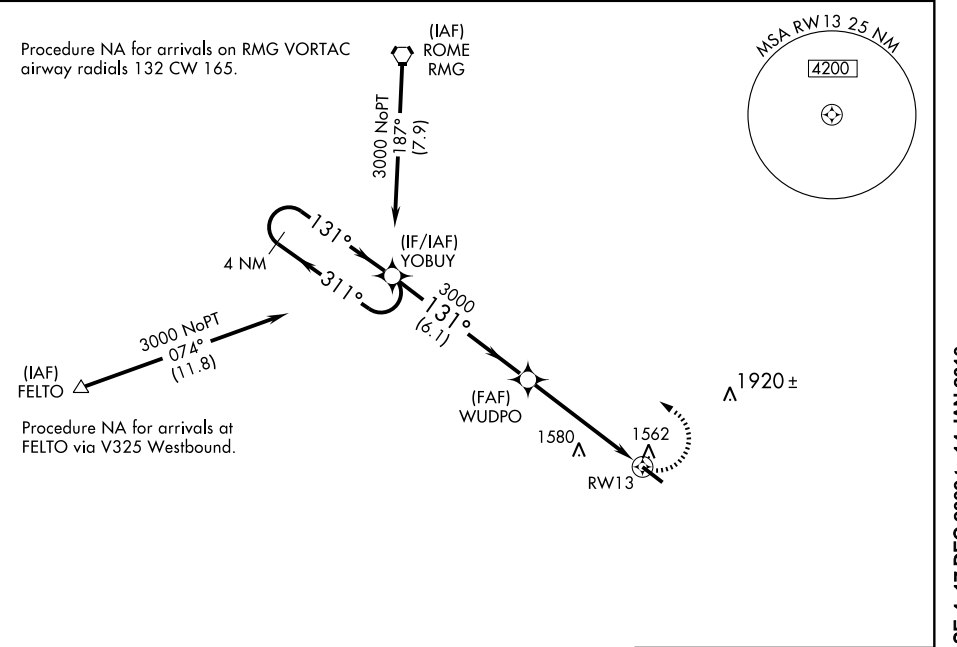
▼

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet. Increase LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct YOBUY and hold.

AWOS-3 126.225	ATLANTA APP CON 121.0 268.7	UNICOM 123.075 (CTAF) 
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WAAS CH <b>99511</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>5505</b> <b>1283</b> <b>1289</b>
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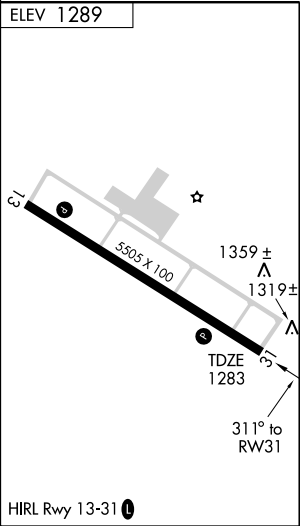
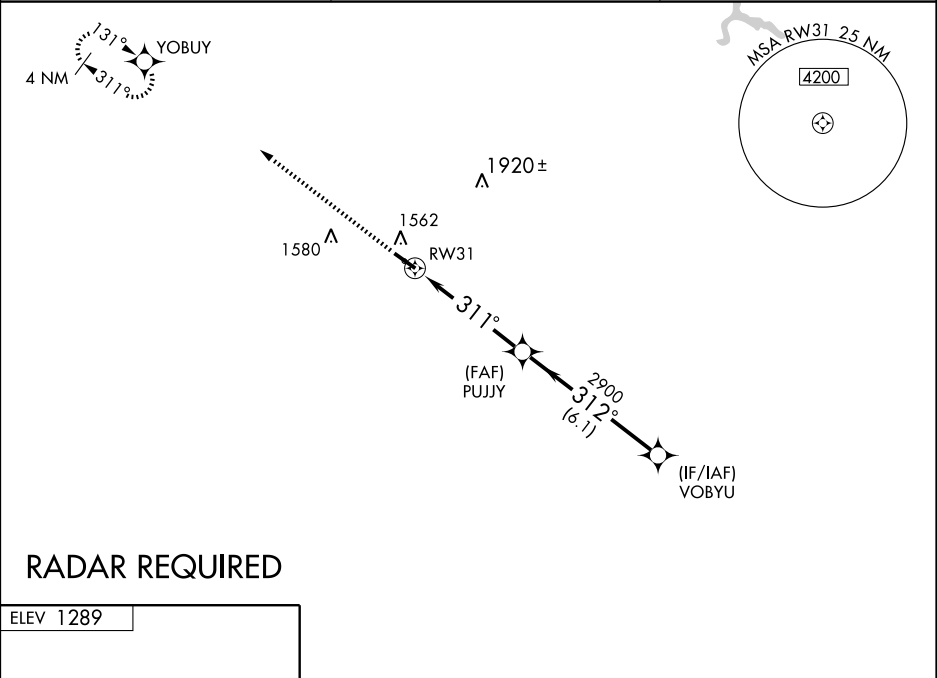
**RNAV (GPS) RWY 31**  
DALLAS/PAULDING COUNTY RGNL (PUJ)

▼  
▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Cartersville altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile. Baro-VNAV and VDP NA when using Cartersville altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH:  
Climb to 3000 direct  
YOBUY and hold.

AWOS-3 <b>126.225</b>	ATLANTA APP CON <b>121.0 268.7</b>	UNICOM <b>123.075 (CTAF) 0</b>
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3000

↑

YOBUY

✦

VOBUY

Procedure Turn NA

3000

GS 3.00°

TCH 48

\*LNAV only.

\*1.2 NM to RW31

RW31

311°

312°

2900

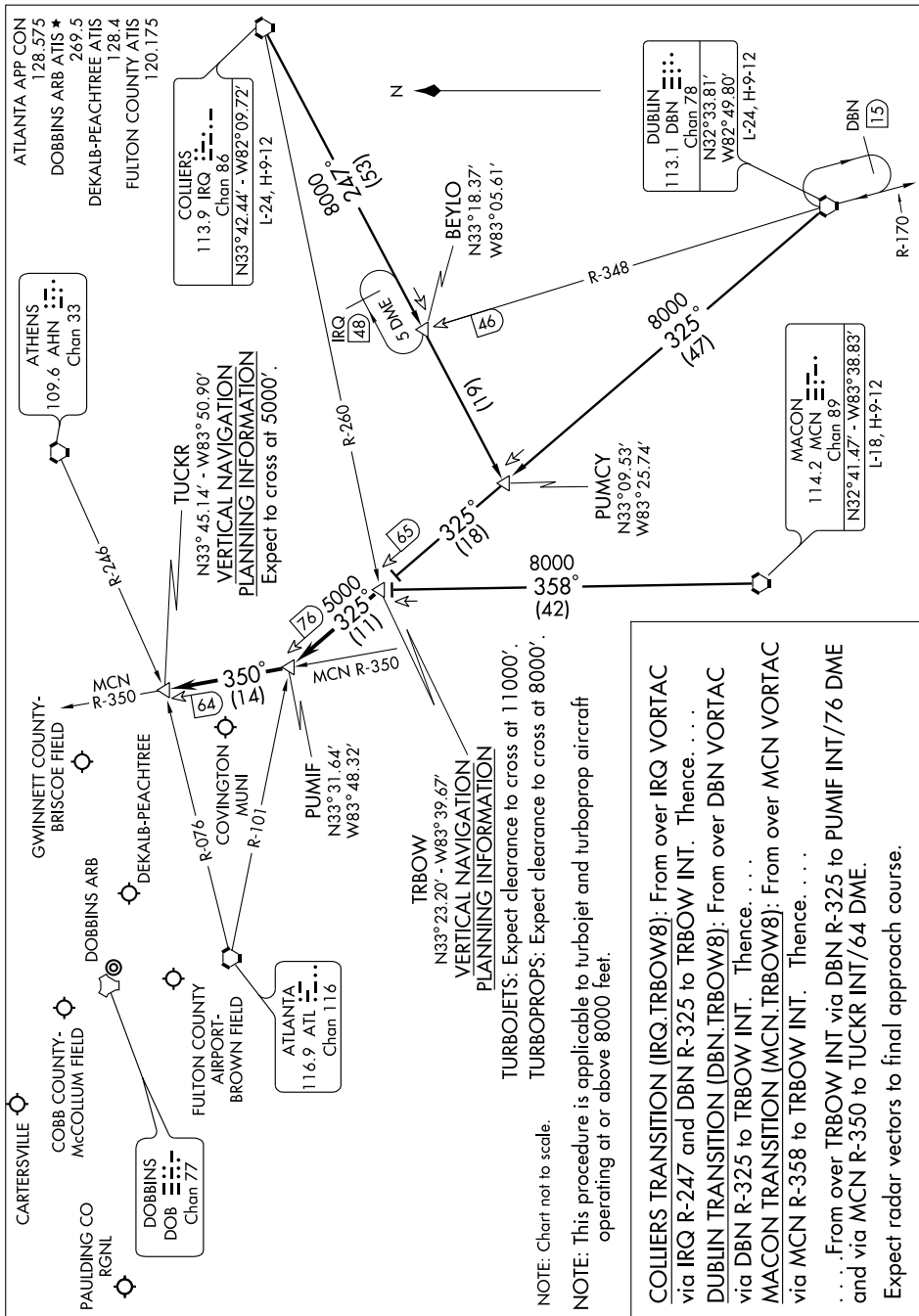
2900

1.2 NM

3.6 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1483-¾ 200 (200-¾)			
LNAV/VNAV DA	1635-1¼ 352 (400-1¼)			
LNAV MDA	1720-1	437 (500-1)	1720-1¼ 437 (500-1¼)	1720-1½ 437 (500-1½)
CIRCLING	1880-1	591 (600-1)	1880-1½ 591 (600-1½)	1940-2 651 (700-2)



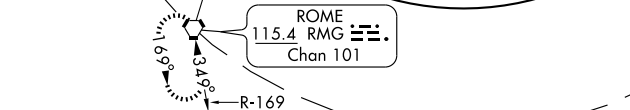
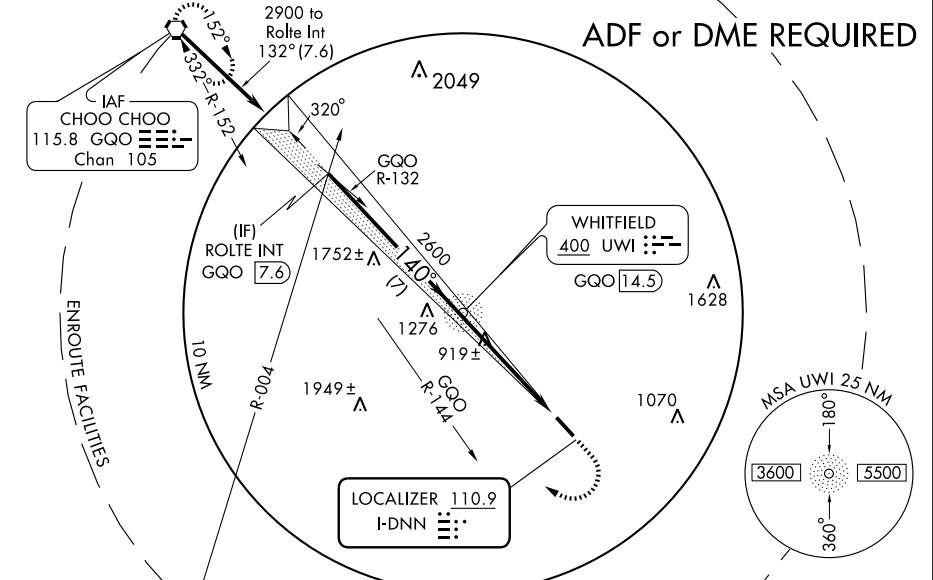
LOC I-DNN	APP CRS	Rwy Idg	5495
110.9	140°	TDZE	708
		Apt Elev	710

When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet and S-LOC 14 Cats. C/D and Circling Cat. C visibilities ¼ mile. Inoperative table does not apply to S-ILS 14. For inoperative MALSR when using Lovell Field, Chattanooga, TN altimeter setting; increase S-LOC 14 Cats. A/B ¼ mile. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 14 Cats. A/B visibility to 1 mile.

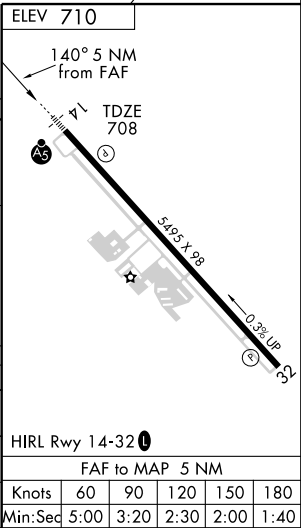
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 300° and GQO R-144 to GQO VORTAC and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975(CTAF) 1



* 2900 when directed by ATC.				
VORTAC				
GS 3.00°	ROLTE INT	NDB	GQO	GQO
TCH 50	GQO 7.6	GQO 14.5	R-144	115.8
*4000	GQO 132°	I-DNN 140°	2378	
Procedure	2900	2600		
Turn	7.6 NM	7 NM	5 NM	
NA				
CATEGORY	A	B	C	D
S-ILS 14	959-¾ 251 (300-¾)			
S-LOC 14	1240-¾ 532 (600-¾)	1240-1 532 (600-1)	1240-1¼ 532 (600-1¼)	
CIRCLING	1240-1 530 (600-1)	1240-1½ 530 (600-1½)	1260-2 550 (600-2)	



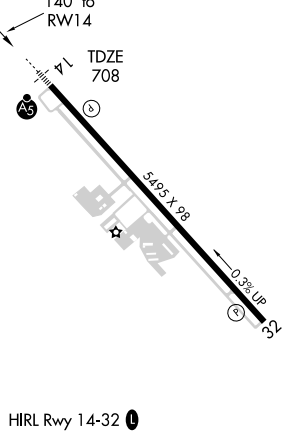
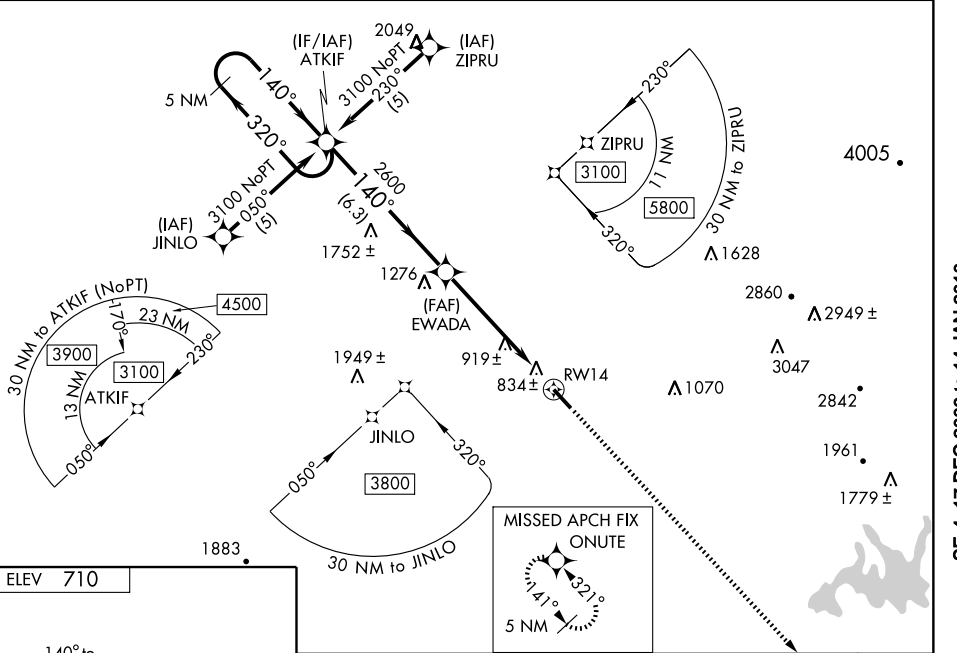
WAAS CH <b>65801</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>5495</b> <b>708</b> <b>710</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lovell Field, Chattanooga, TN altimeter setting. For inoperative MALSR, increase LPV all Cats. visibility to 1¼, LNAV Cats. A/B visibility to 1. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase visibility LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C/D and Circling Cat. C ¼ mile. For inoperative MALSR when using Lovell Field, Chattanooga, TN altimeter setting; increase LPV all Cats. visibility ½ mile and LNAV Cats. A/B visibility ¼ mile.

MALSR

MISSED APPROACH:  
Climb to 4200 direct  
ONUTE and hold.

AWOS-3 <b>127.65</b>	CHATTANOOGA APP CON <b>125.1 379.1</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.975 (CTAF)</b>
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5 NM Holding Pattern

4200

ONUTE

\*LNAV Only

\*1.5 NM to RWY 14

CATEGORY	A	B	C	D
LPV DA		1100-¾	392 (400-¾)	
LNAV/VNAV DA		1137-1	429 (500-1)	
LNAV MDA	1240-¾	532 (600-¾)	1240-1 532 (600-1)	1240-1¼ 532 (600-1¼)
CIRCLING	1240-1	530 (600-1)	1240-1½ 530 (600-1½)	1260-2 550 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	<b>5495</b>
<b>321°</b>	TDZE	<b>704</b>
	Apt Elev	<b>710</b>

**MISSED APPROACH:** Climb to 3100 direct ATKIF and hold.

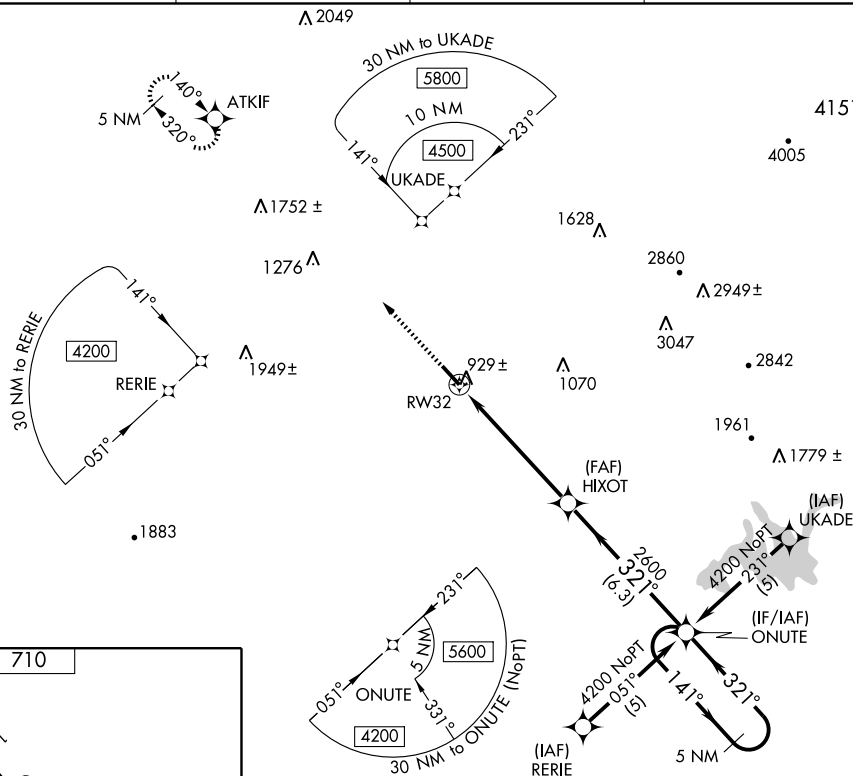
ME/DME RNP-0.3 NA. If local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all MDAs 80 feet.  
DP NA when using Lovell Field, Chattanooga, TN altimeter setting.

AWOS-3  
127.65

CHATTANOOGA APP CON  
125.1 379.1

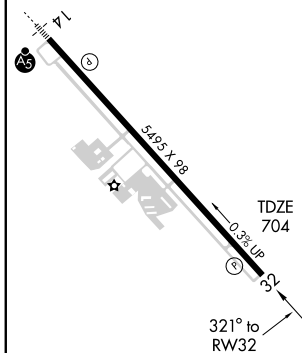
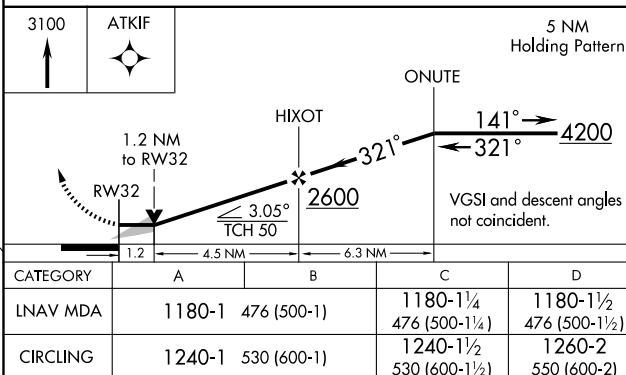
CLNC DEL  
**120.25**

UNICOM  
122.975 (CTAF) **L**



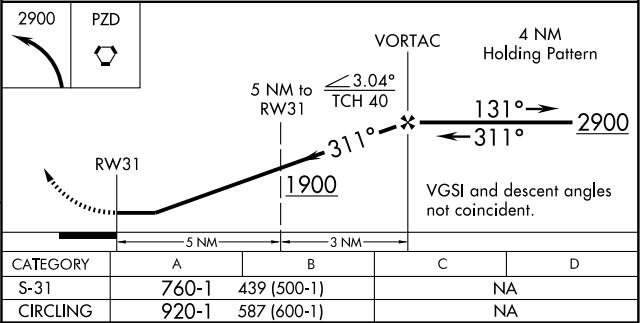
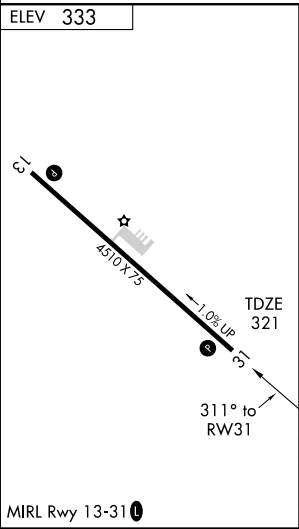
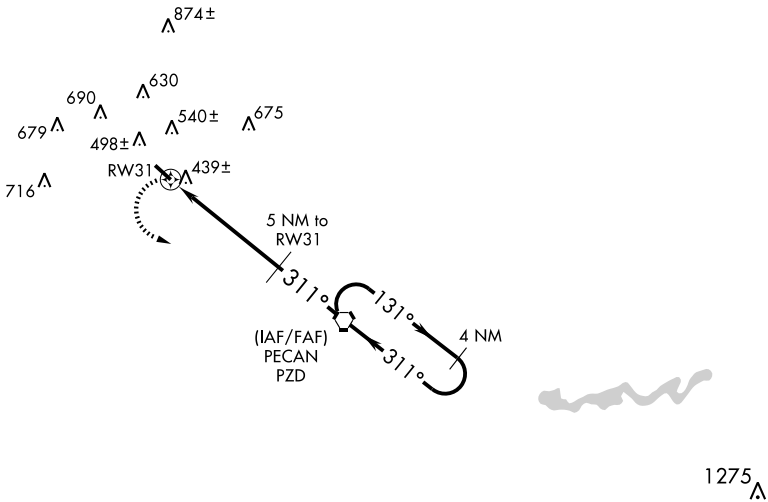
SE-4. 17 DEC 2009 to 14 JAN 2010

ELEV 710

HIRL Rwy 14-32 **L**

APP CRS	Rwy Idg	4510
311°	TDZE	321
	Apt Elev	333

<div><div>▼</div><div>▲ NA</div></div> <div>Use Albany altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.
JACKSONVILLE CENTER 125.75 226.8	UNICOM 122.8 (CTAF) 0

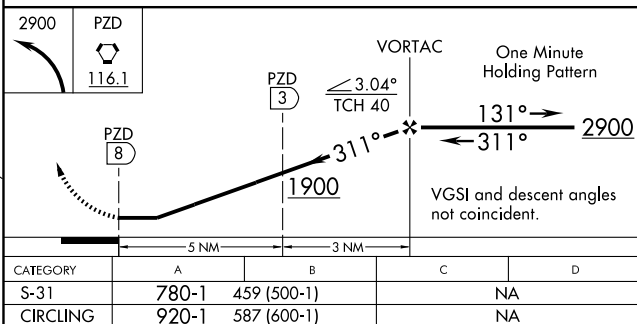
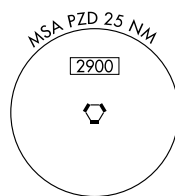
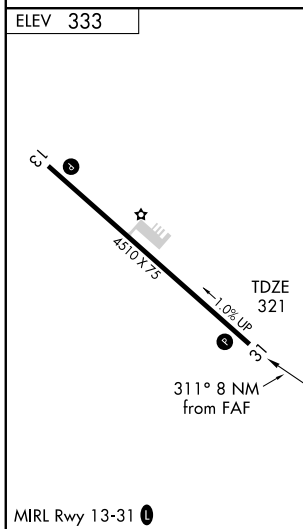
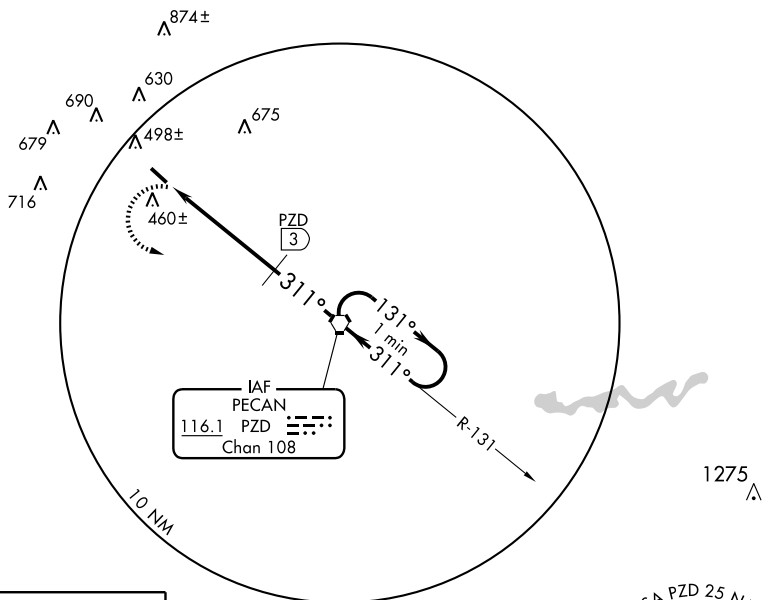


VORTAC PZD <b>116.1</b> Chan <b>108</b>	APP CRS <b>311°</b>	Rwy Idg TDZE <b>4510</b> Apt Elev <b>333</b>
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# VOR/DME RWY 31

DAWSON MUNI (16J)

<p><b>NA</b> Use Albany altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.</p>
<p>JACKSONVILLE CENTER <b>125.75 226.8</b></p>	<p>UNICOM <b>122.8</b> (CTAF) <b>0</b></p>



APP CRS	Rwy Idg	<b>5182</b>
<b>185°</b>	TDZE	<b>147</b>
	Apt Elev	<b>147</b>

## RNAV (GPS) RWY 18

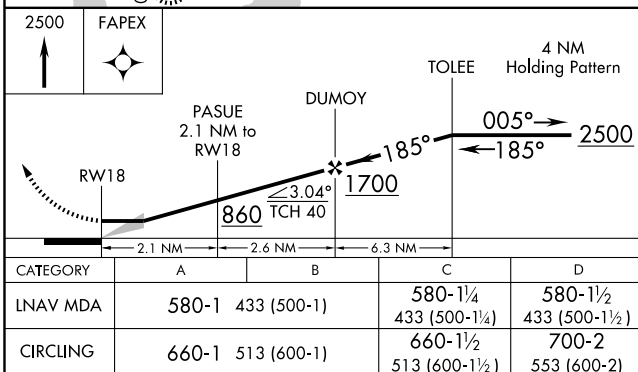
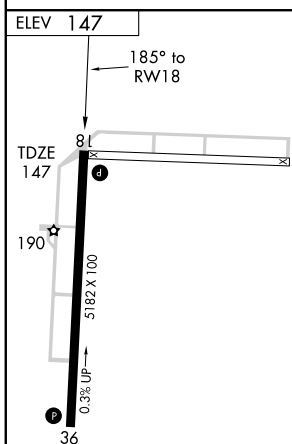
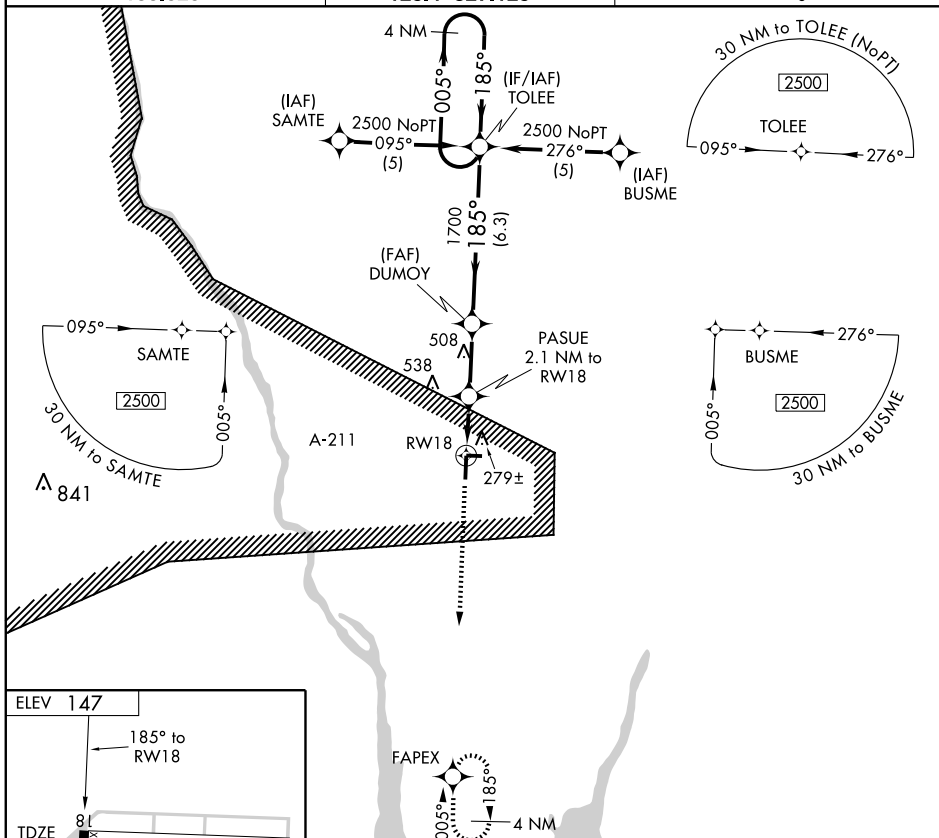
DONALSONVILLE MUNI (17J)

<b>T</b>	Use Marianna Muni altimeter setting.
<b>A NA</b>	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2500  
direct FAPEX WP and hold.

MARIANNA ASOS  
133,525

CAIRNS APP CON ★  
125.4 327.125

CTAF  
122.9 L



APP CRS	Rwy Idg	<b>5182</b>
<b>005°</b>	TDZE	<b>141</b>
	Apt Elev	<b>147</b>

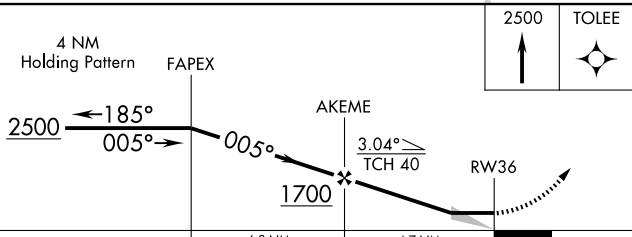
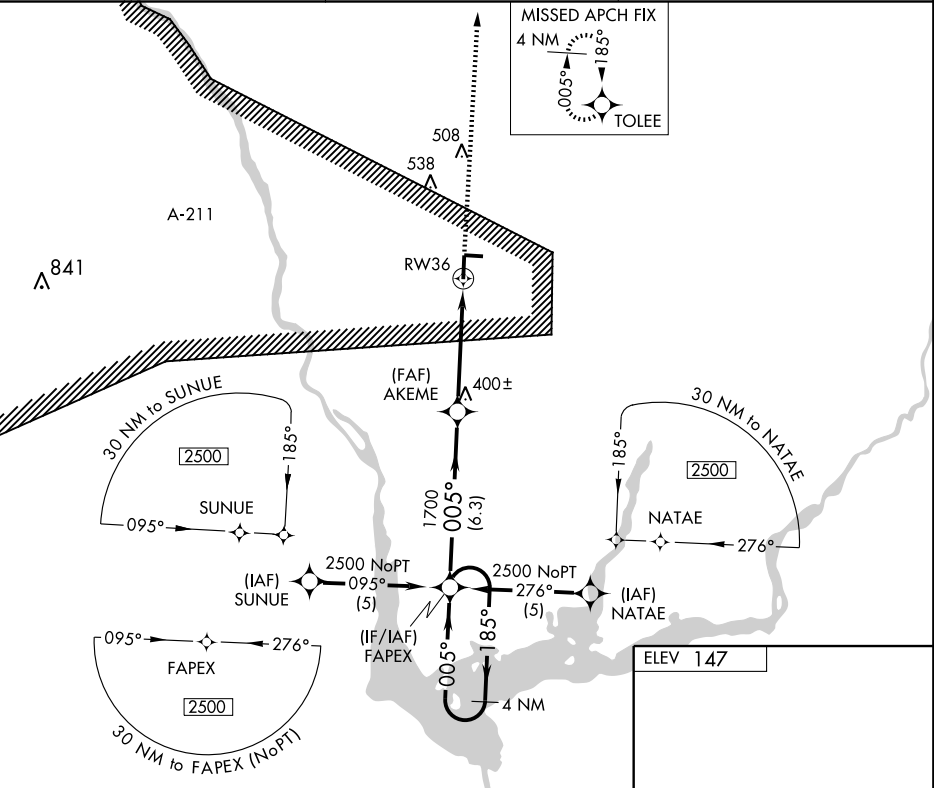
# RNAV (GPS) RWY 36

DONALSONVILLE MUNI (17J)

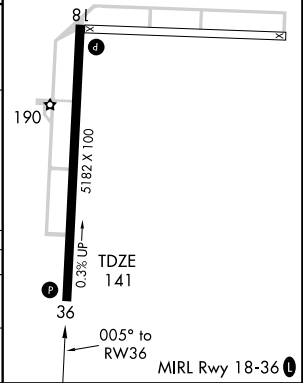
Use Marianna Muni altimeter setting.  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500  
direct TO LEE WP and hold.

MARIANNA ASOS <b>133.525</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
LNNAV MDA	580-1 439 (500-1)	580-1 439 (500-1 1/4)	580-1 1/2 439 (500-1 1/2)	580-1 1/2 439 (500-1 1/2)
CIRCLING	660-1 513 (600-1)	660-1 1/2 513 (600-1 1/2)	700-2 553 (600-2)	700-2 553 (600-2)





LOC I-DQH	APP CRS	Rwy Idg	6000
108.7	040°	TDZE	255
		Apt Elev	257

ILS or LOC RWY 4

DOUGLAS MUNI (DQH)

ADF required. When local altimeter setting not received, use Alma altimeter setting and increase all DA/MDAS 60 feet and increase S-LOC 4 and circling Cat. C visibility ¼ mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS 4 all Cats visibility 1 mile.

MALSR

A5

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OWC NDB and hold.

AWOS-3 119.075	JACKSONVILLE CENTER 132.3 290.4	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ADF REQUIRED

665

601

741

608

500±

792

436

492±

359±

108.7

I-DQH

IAF

COFFEE COUNTY

390

OWC

040°

1 min

220°

220°

10 NM

WAYCROSS

110.2 AYS

Chan 39

WAYCROSS

110.2 AYS

Chan 39

2300

293°

(20.5)

2300

293°

(20.5)

MSA OWC 25 NM

2300

One Minute Holding Pattern

2000

220°

040°

2000

GS 3.00°

TCH 51

NDB

1883

4.9 NM

900

2000

OWC

390

ELEV 257

355±

369±

TDZE 255

040° 4.9 NM from FAF

MIRL Rwy 4-22

CATEGORY	A	B	C	D
S-ILS 4	455-1/2 200 (200-1/2)			
S-LOC 4	620-1/2 365 (400-1/2)		620-3/4 365 (400-3/4)	
CIRCLING	720-1 463 (500-1)		800-1 1/2 543 (600-1/2)	820-2 563 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>255</b> <b>257</b>
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## RNAV (GPS) RWY 4

DOUGLAS MUNI (DQH)

**T** **A** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma  
altimeter setting and increase all MDAS 60 feet, and increase LNAV Cats C and  
D and circling Cat. C visibility  $\frac{1}{4}$  mile. VDP NA when using Alma altimeter setting.

MALSR



**MISSED APPROACH:** Climbing left turn to 2000 direct OLHUP and hold.

AWOS-3  
119.075

JACKSONVILLE CENTER  
132.3 290.4

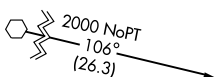
GCO  
121,725

UNICOM  
122.8 (CTAF) **L**

818

Procedure NA for arrival  
at IFM VOR via V578  
westbound.

(IAF)  
TIFT MYERS  
IFM



MSA RW 04 25 NM

2300

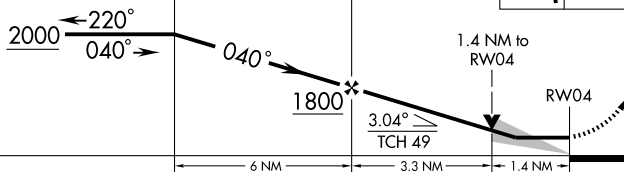
Procedure NA for arrivals  
at AYS VORTAC via V243  
southeast bound.

WAYCROSS  
AYS
$$\frac{2300}{-273^{\circ}} \\ (18.8)$$

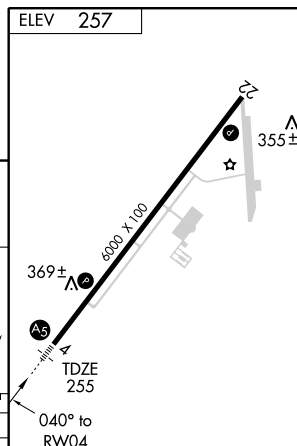
ELEV 257

4 NM	
Holding Pattern	OLHUP

2000	OLHUP
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CATEGORY	A	B	C	D
LNAV MDA	740-½	485 (500-½)	740-¾ 485 (500-¾)	740-1 485 (500-1)
CIRCLING	740-1	483 (500-1)	800-1½ 543 (600-1½)	820-2 563 (600-2)

MIRL Rwy 4-22 

APP CRS	Rwy Idg	6000
220°	TDZE	257
	Apt Elev	257

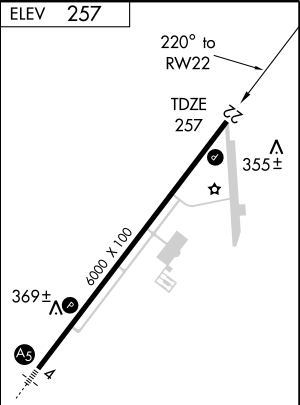
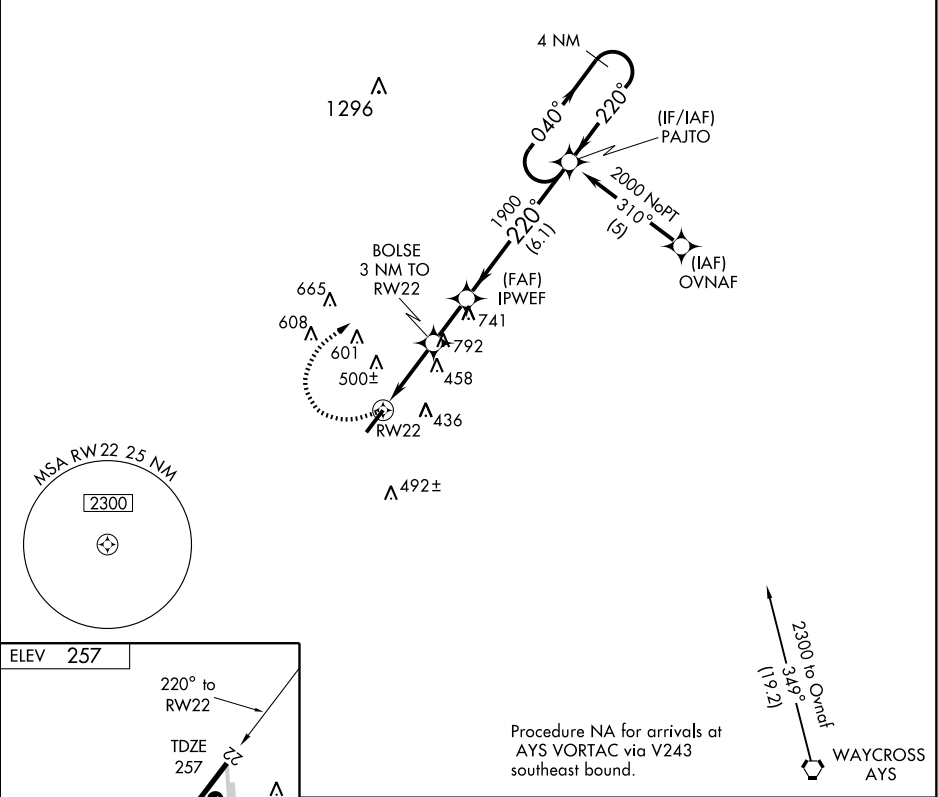
# RNAV (GPS) RWY 22

DOUGLAS MUNI (DQH)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAS 60 feet, and increase LNAV Cat. D and circling Cat. C visibility ¼ mile. VDP NA when using Alma altimeter setting.

**MISSED APPROACH:** Climbing right turn to 2000 direct PAJTO and hold.

AWOS-3 119.075	JACKSONVILLE CENTER 132.3 290.4	GCO 121.725	UNICOM 122.8 (CTAF) <b>📻</b>
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2000	PAJTO	4 NM Holding Pattern				
		RW22 1.8 NM to RW22 1.2 NM to RW22 2 NM to IPWEF 6.1 NM to PAJTO				
CATEGORY		A	B	C	D	
LNAV MDA		760-1	503 (600-1)	760-1½	503 (600-1½)	
CIRCLING		760-1	503 (600-1)	800-1½ 543 (600-1½)	820-2 563 (600-2)	

LOC/DME I-DBN	APP CRS	Rwy Idg	6002
109.1	020°	TDZE	298
Chan 28		Apt Elev	309

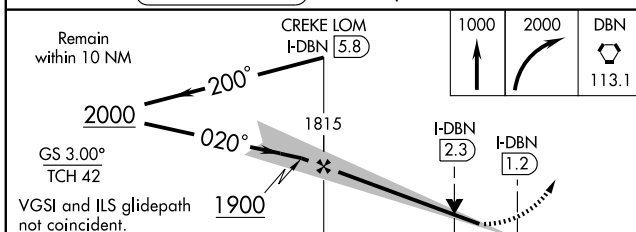
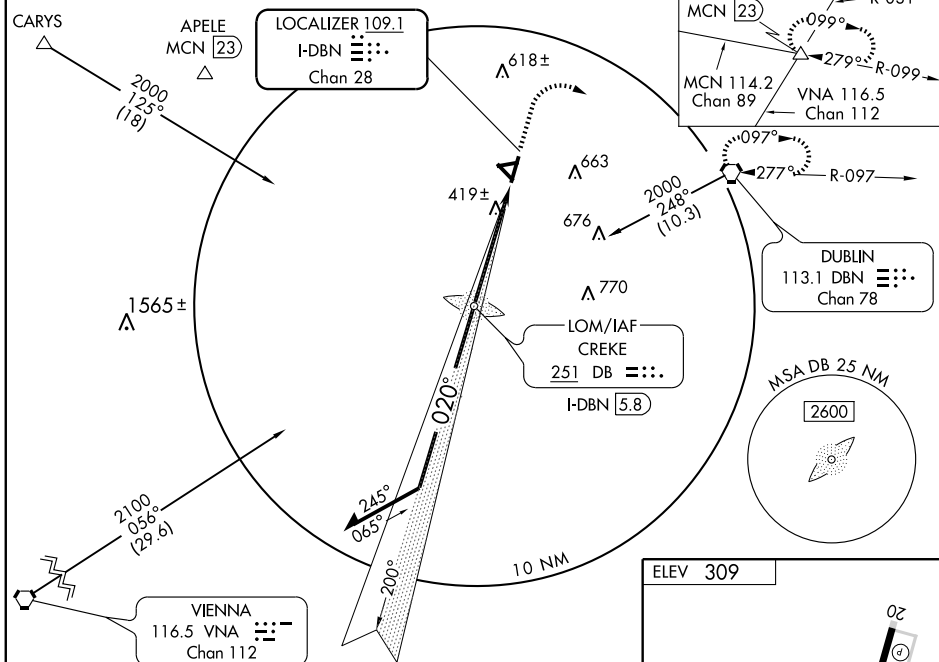
## ILS or LOC RWY 2

DUBLIN/ W.H. "BUD" BARRON (DBN)

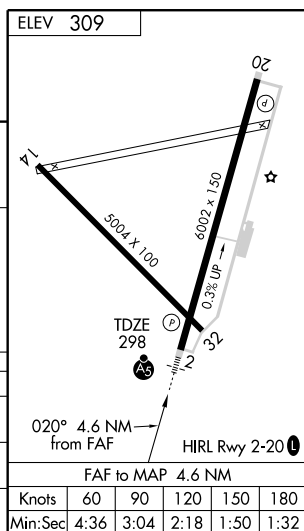
<p>When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs/MDAs 100 feet, S-LOC 2 Cats C and D visibility ¼ mile and circling Cat. D visibility ½ mile.</p> <p>For inoperative MALSR when using Vidalia altimeter setting increase S-ILS 2 all Cats visibility ½ mile. VDP NA when using Vidalia altimeter setting. ADF or DME Required.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DBN VORTAC and hold.</p>
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AWOS-3 118.425	ATLANTA APP CON ★ 124.2 279.6	UNICOM 122.7 (CTAF) 0
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## ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 2	498-½ 200 (200-½)			
S-LOC 2	680-½ 382 (400-½)		680-¾ 382 (400-¾)	
CIRCLING	760-1 451 (500-1)	780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)	



## RNAV (GPS) RWY 2

DUBLIN/ W.H. "BUD" BARRON (DBN)

APP CRS	Rwy Idg	<b>6002</b>
<b>020°</b>	TDZE	<b>298</b>
	Apt Elev	<b>309</b>

When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and circling Cat. D visibility ½ mile. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV visibility Cats C and D ¼ mile. When using Vidalia altimeter setting: inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV visibility Cats C and D ½ mile. VDP NA when using Vidalia altimeter setting.

MALSR

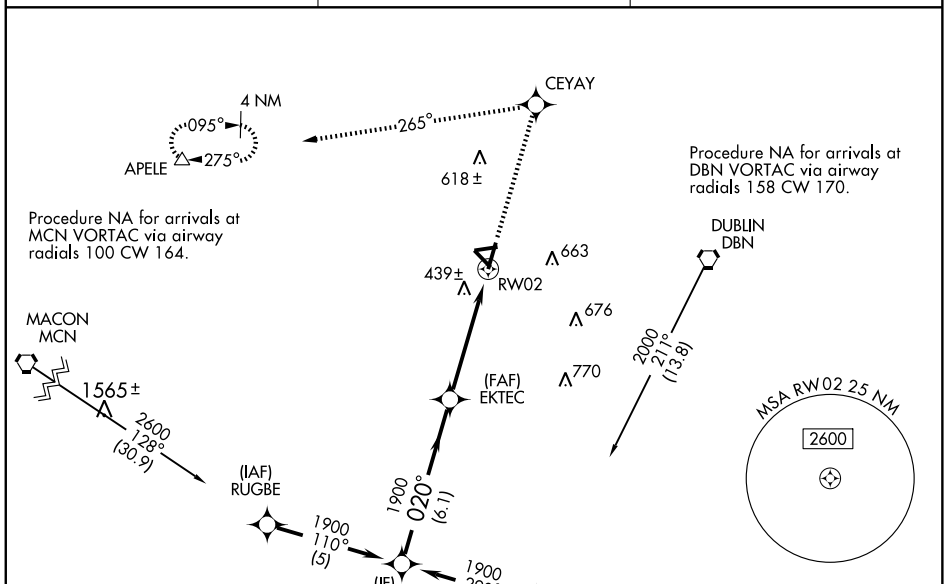


MISSED APPROACH: Climb to 2100 direct CEYAY and left turn via 265° track to APELE and hold.

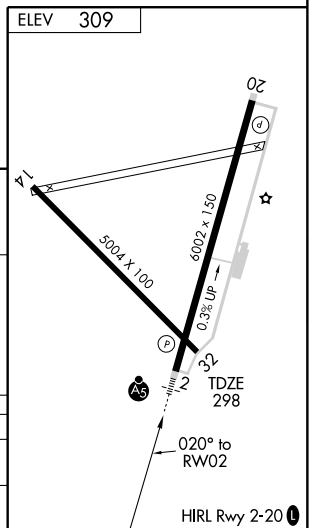
AWOS-3  
**118.425**

ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**122.7 (CTAF) 0**



	RATOC		EKTEC		2100	CEYAY	265° TRK	APELE
	1900		1900		1.2 NM to RW02			
Procedure Turn NA	020°		020°		3.06° TCH 31			
	6.1 NM		3.7 NM		1.2			
CATEGORY	A		B		C		D	
LNAV MDA	700-1		402 (400-1)					
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)		1020-2¼ 711 (800-2¼)			



APP CRS	Rwy Idg	6002
200°	TDZE	309
	Apt Elev	309

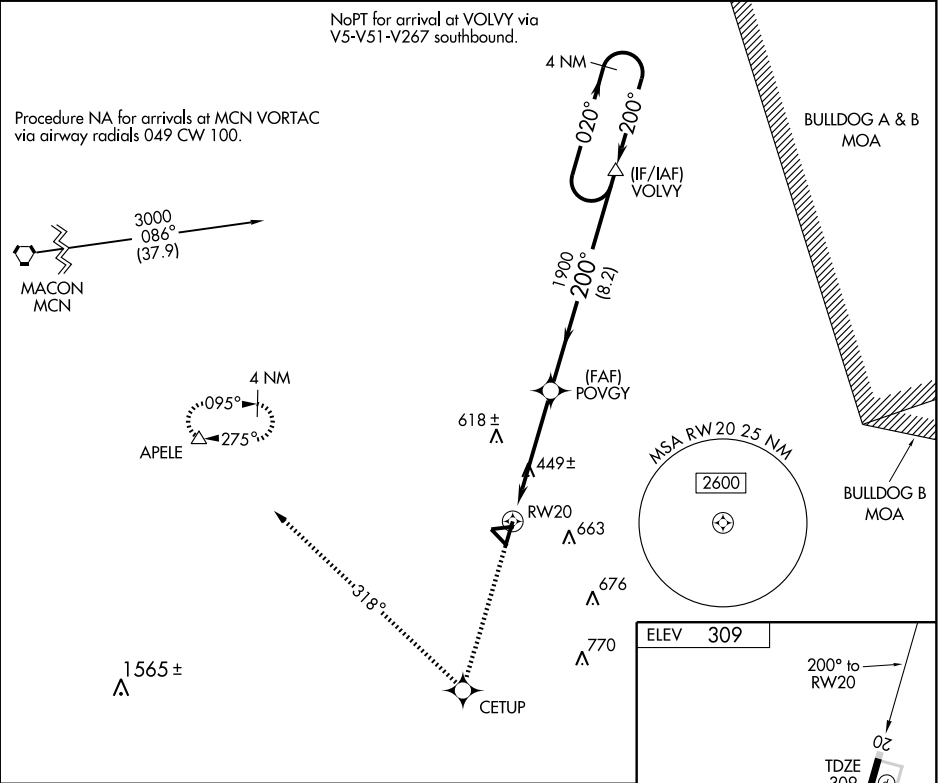
RNAV (GPS) RWY 20  
DUBLIN/ W.H. "BUD" BARRON (DBN)

**T** When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ¼ mile, and circling Cat. D visibility ½ mile. Visibility reduction by helicopters NA. VDP NA with Vidalia altimeter setting. DME/DME RNP-0.3 NA.

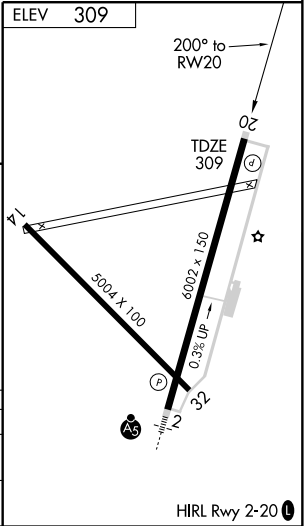
**A**

MISSED APPROACH: Climb to 2100 direct CETUP and right turn via 318° track to APELE and hold.

AWOS-3 118.425	ATLANTA APP CON ★ 124.2 279.6	UNICOM 122.7 (CTAF) 0
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2100	CETUP	APELE				
↑	✱	△				
CATEGORY	A		B	C	D	
LNAV MDA	700-1 391 (400-1)				700-1¼ 391 (400-1¼)	
CIRCLING	760-1 451 (500-1)			780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)	





VORTAC DBN <b>113.1</b> Chan <b>78</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>309</b>
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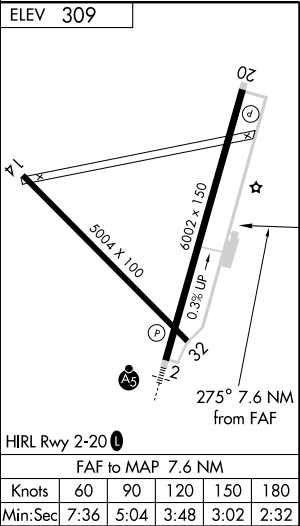
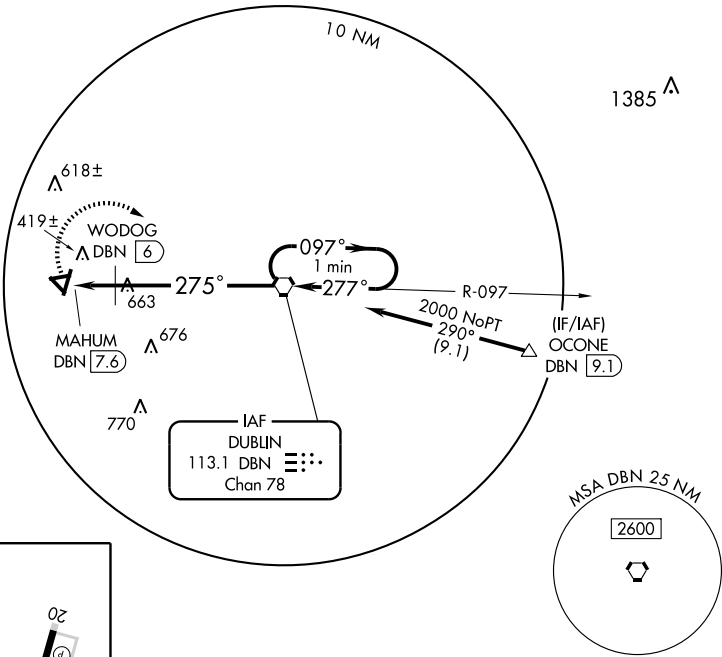
VOR-A

DUBLIN/W.H. "BUD" BARRON (DBN)

<p>▼ When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and Cat. C and D visibility ¼ mile. ▲ WODOG fix minima increase Cat. D visibility ½ mile.</p>	MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.
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AWOS-3 <b>118.425</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	UNICOM <b>122.7 (CTAF)</b> 0
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Procedure NA for arrivals at OCONE via V70 northeast bound.



2000 DBN 113.1		One Minute Holding Pattern			
WODOG DBN 6		097° → 2000 ← 277°			
MAHUM DBN 7.6		*1160			
1.6 6 NM		*1160 when using Vidalia altimeter setting.			
CATEGORY	A	B	C	D	
CIRCLING	1060-1 751 (800-1)	1060-1¼ 751 (800-1¼)	1060-2¼ 751 (800-2¼)	1060-2½ 751 (800-2½)	
WODOG FIX MINIMA					
CIRCLING	760-1	451 (500-1)	780-1½ 471 (800-1½)	1020-2¼ 711 (800-2¼)	

ILS or LOC RWY 2

EASTMAN/HEART OF GEORGIA REGIONAL (EZM)

LOC I-HUV <b><u>109.55</u></b>	APP CRS <b>019°</b>	Rwy Idg <b>6506</b> TDZE <b>300</b> Apt Elev <b>304</b>
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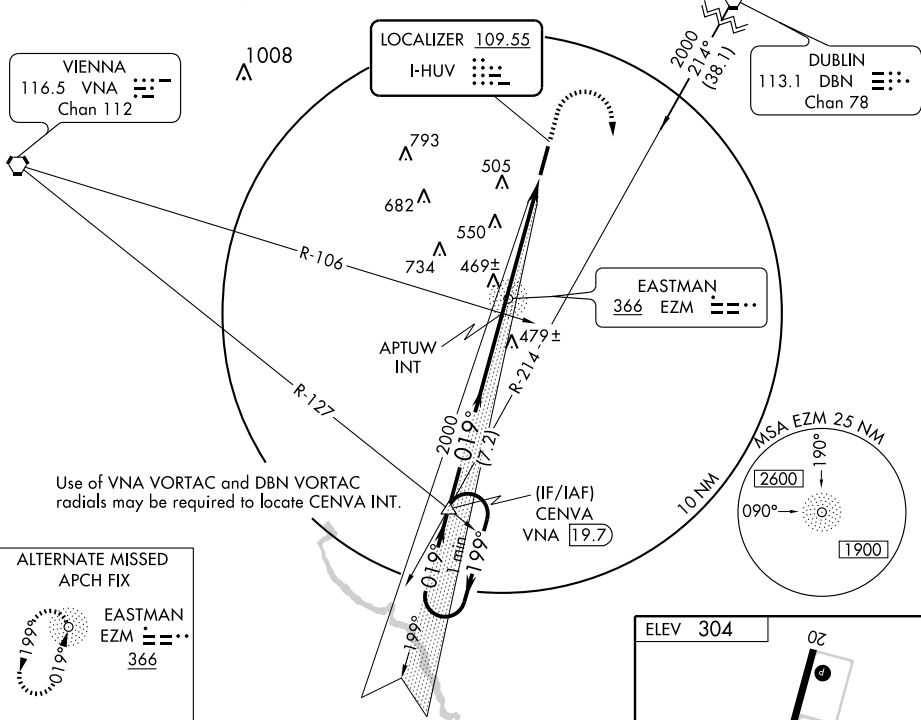
<b>T</b>	When local altimeter setting not received, use
<b>A NA</b>	Dublin altimeter setting and increase DA to 552 feet and all MDAs 60 feet and S-LOC 2 Cat. D visibility ¼ mile.

MALSR  
A5

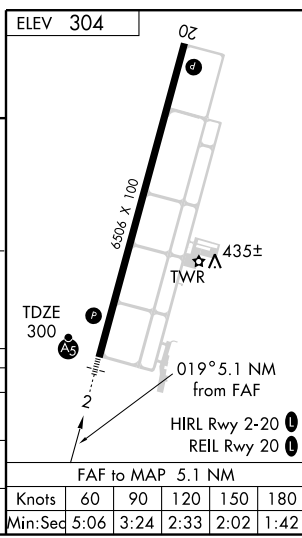
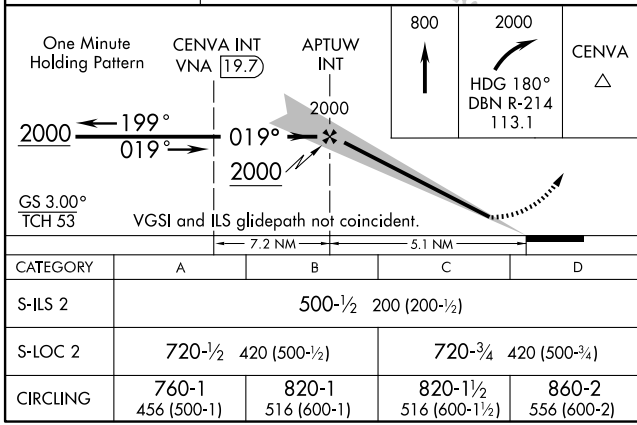
**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 via heading 180° and DBN VORTAC R-214 to CENVA Int/19.7 DME and hold.

ATIS 119.425	ATLANTA APP CON ★ 124.2 279.6	EASTMAN TOWER ★ 124.55 (CTAF) 0	GND CON 121.175	GCO 121.725	UNICOM 123.0
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NoPT for arrival at CENVA on V362 Northwest bound.



SE-4. 17 DEC 2009 to 14 JAN 2010



NDB EZM	APP CRS	Rwy Idg	6506
366	019°	TDZE	300
		Apt Elev	304

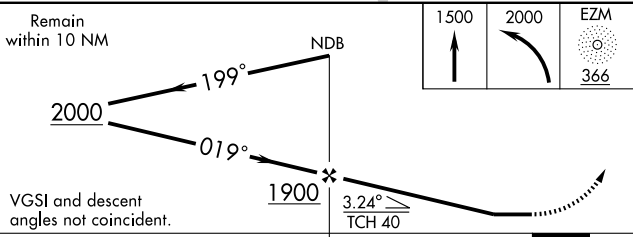
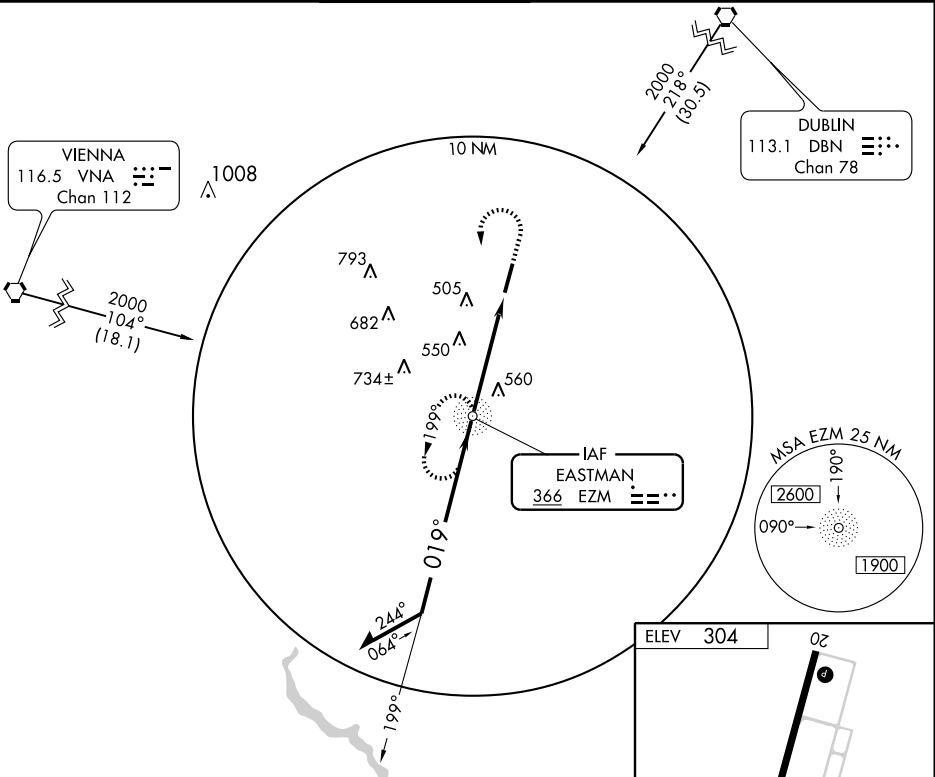
EASTMAN/HEART OF GEORGIA RGNL (EZM)

When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet and S-2 Cats C and D visibility ¼ mile, Circling Cat. C visibility ¼ mile.

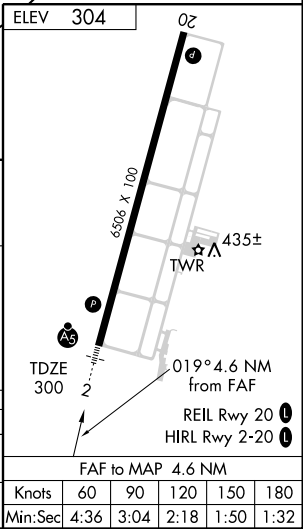
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct EZM NDB and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) 0	121.175	121.725	123.0



CATEGORY	A	B	C	D
S-2	900-¾ 600 (600-¾)		900-1 600 (600-1)	900-1½ 600 (600-1½)
CIRCLING	900-1 596 (600-1)		900-1½ 596 (600-1½)	900-2 596 (600-2)



RNAV (GPS) RWY 2

EASTMAN/ HEART OF GEORGIA RGNL (E2M)

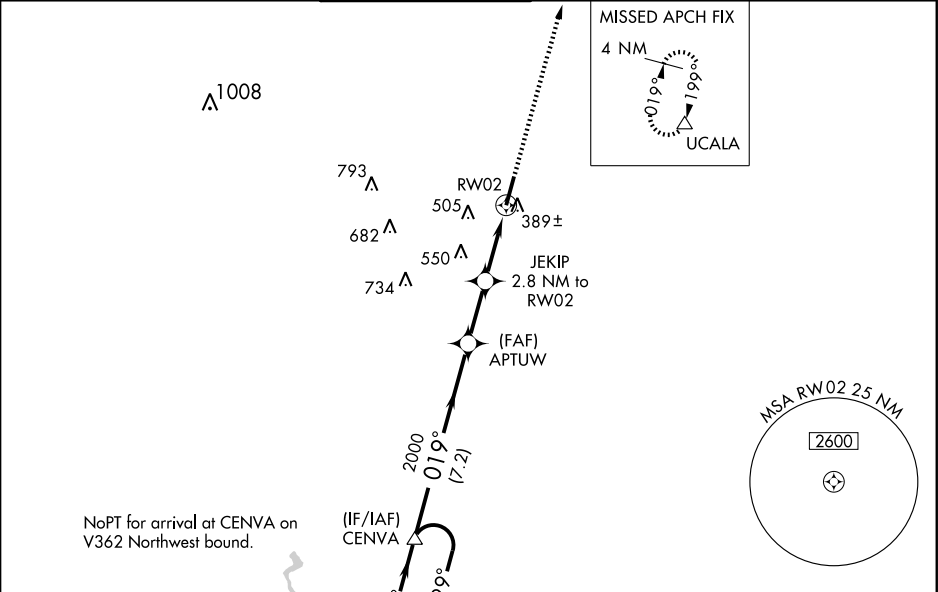
WAAS CH <b>82104</b> <b>W02A</b>	APP CRS <b>019°</b>	Rwy Idg <b>6506</b> TDZE <b>300</b> Apt Elev <b>304</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Dublin altimeter setting. For inoperative MALSR, increase LPV all Cats visibility ½ mile when using Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting and increase all DAs/MDAs 60 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat. C and D visibilities ¼ mile.

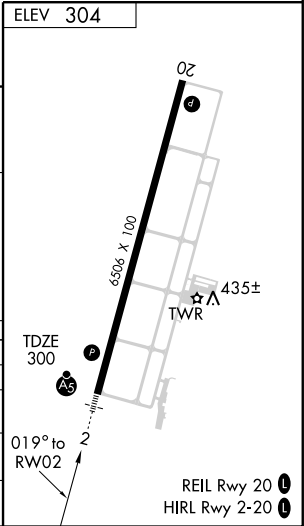
MALSR

MISSED APPROACH:  
Climb to 2000 direct  
UCALA and hold.

ATIS <b>119.425</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	EASTMAN TOWER ★ <b>124.55(CTAF) 0</b>	GND CON <b>121.175</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b>
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident.				
CATEGORY	A	B	C	D
LPV DA	550-1/2 250 (300-1/2)			
LNAV/VNAV DA	798-1/4 498 (500-1/4)			
LNAV MDA	760-1/2 460 (500-1/2)		760-3/4 460 (500-3/4)	760-1 460 (500-1)
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1/2 516 (600-1/2)	860-2 556 (600-2)



APP CRS	Rwy Idg	<b>6506</b>
<b>199°</b>	TDZE	<b>304</b>
	Apt Elev	<b>304</b>

## RNAV (GPS) RWY 20

EASTMAN/HEART OF GEORGIA RGNL (EZM)



When local altimeter setting not received, use Dublin  
altimeter setting and increase all MDAs 60 feet.  
VDP NA when using Dublin altimeter setting.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct CENVA and hold.

ATIS  
**119.425**

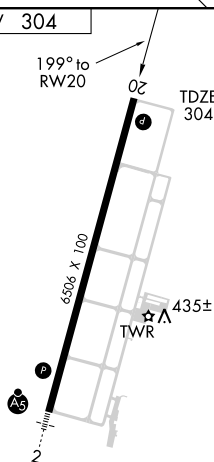
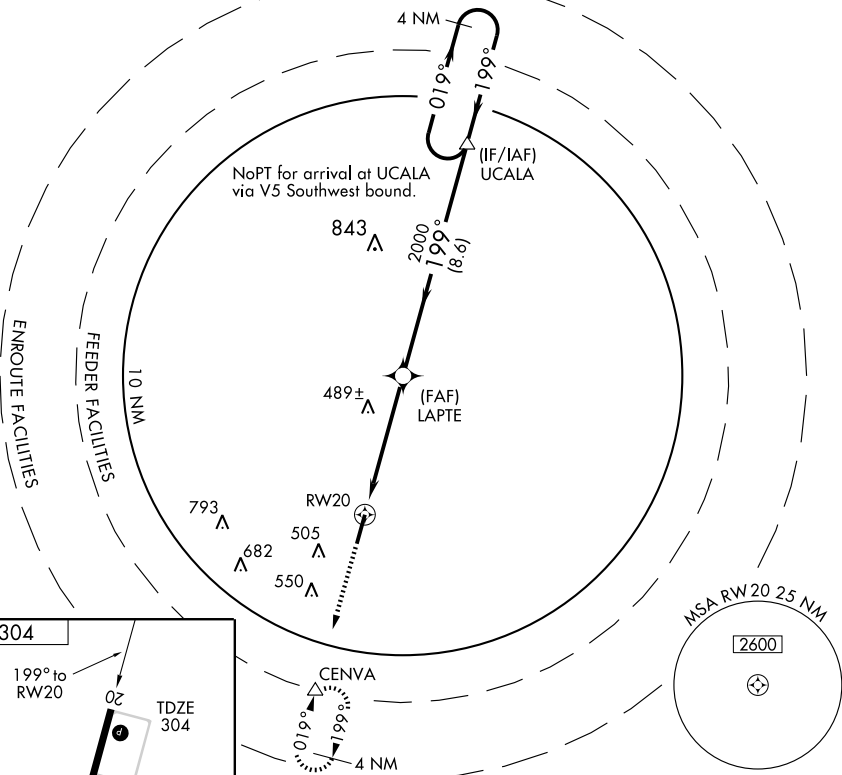
ATLANTA APP CON ★  
124.2 279.6

EASTMAN TOWER★  
**124.55** (CTAF) **L**

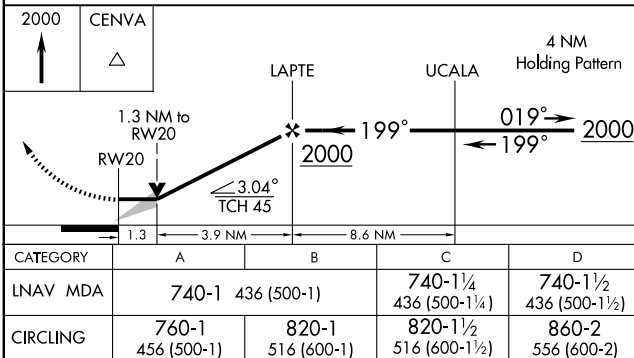
GND CON  
**121,175**

GCO  
121.725

UNICOM  
123.0



REIL Rwy 20 **L**  
HIRL Rwy 2-20 **L**

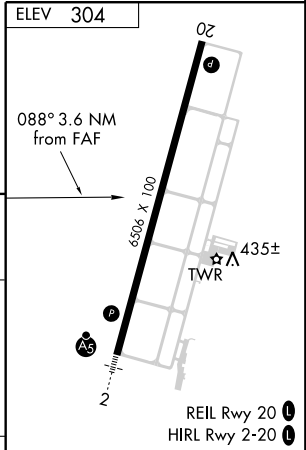
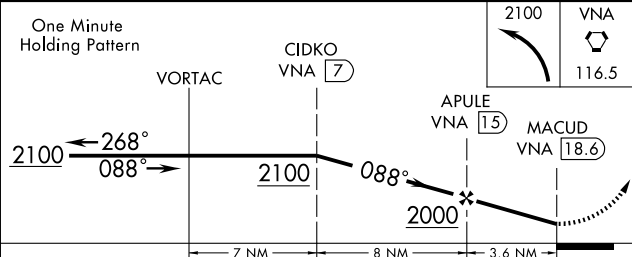
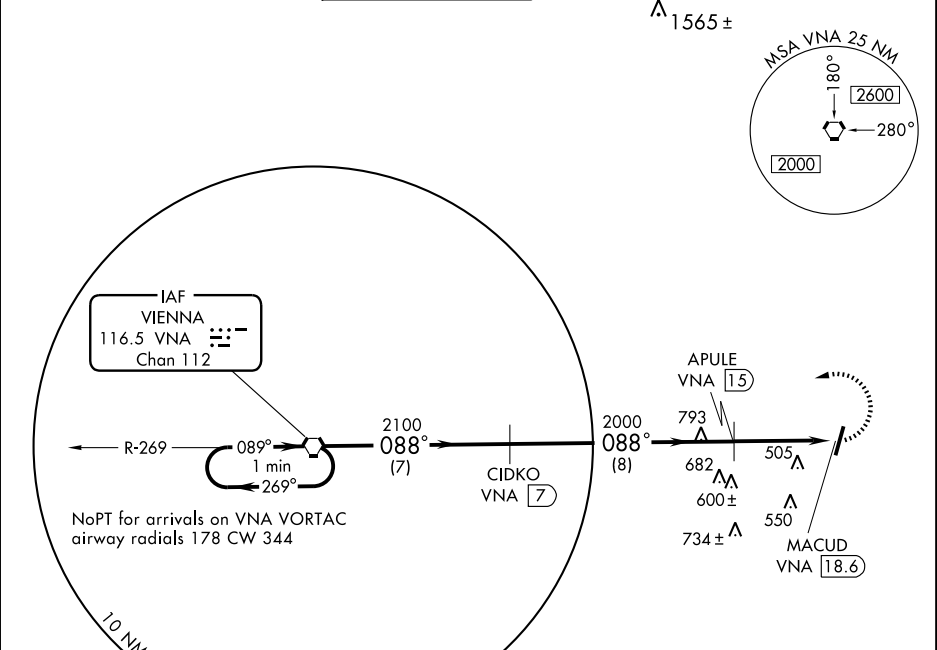


VORTAC VNA 116.5 Chan 112	APP CRS 088°	Rwy Idg TDZE Apt Elev	N/A N/A 304
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VOR/DME-A

EASTMAN/HEART OF GEORGIA RGNL (EZM)

<div><div><div></div><div></div></div><div>NA</div></div> <div>When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet.</div>	MISSED APPROACH: Climbing left turn to 2100 direct VNA VORTAC and hold.				
ATIS 119.425	ATLANTA APP CON ★ 124.2 279.6	EASTMAN TOWER ★ 124.55 (CTAF) 0	GND CON 121.175	GCO 121.725	UNICOM 123.0



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)	Min:Sec					

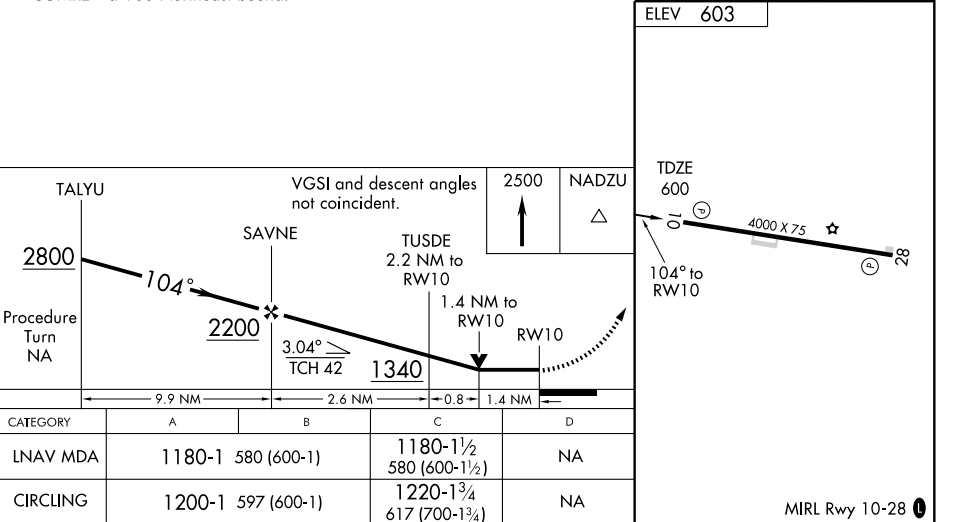
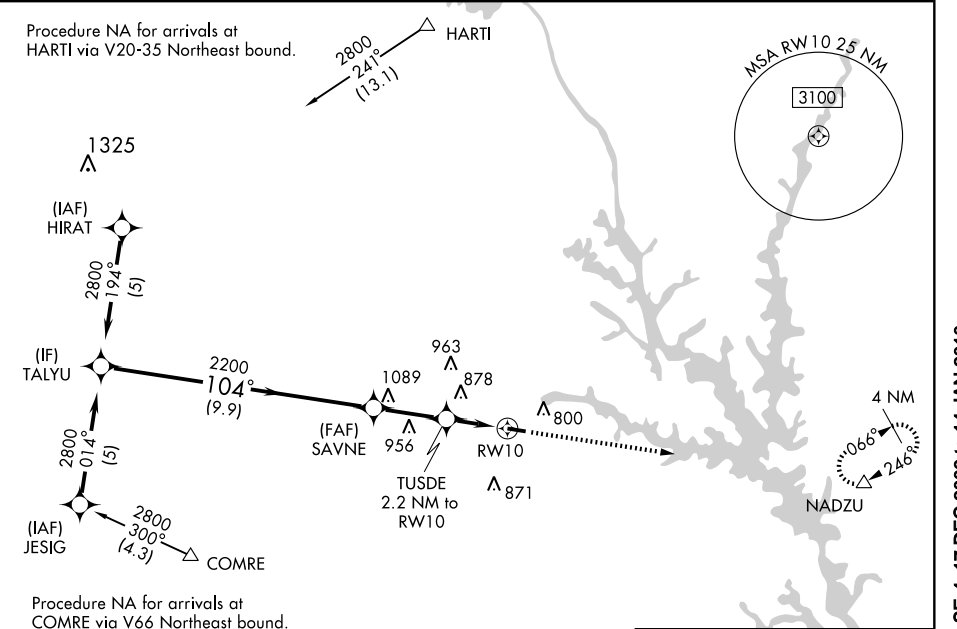
When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet, LNAV Cat. C visibility ½ mile and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct NADZU and hold.

AWOS-3  
118.15

ATLANTA APP CON ★  
127.5 316.05

UNICOM  
122.8 (CTAF) 0



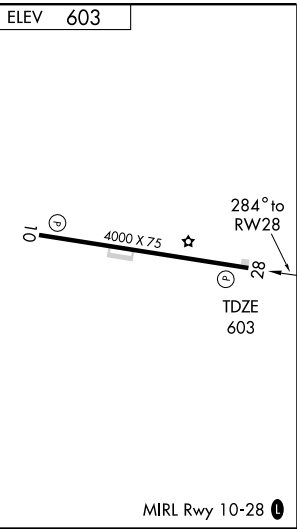
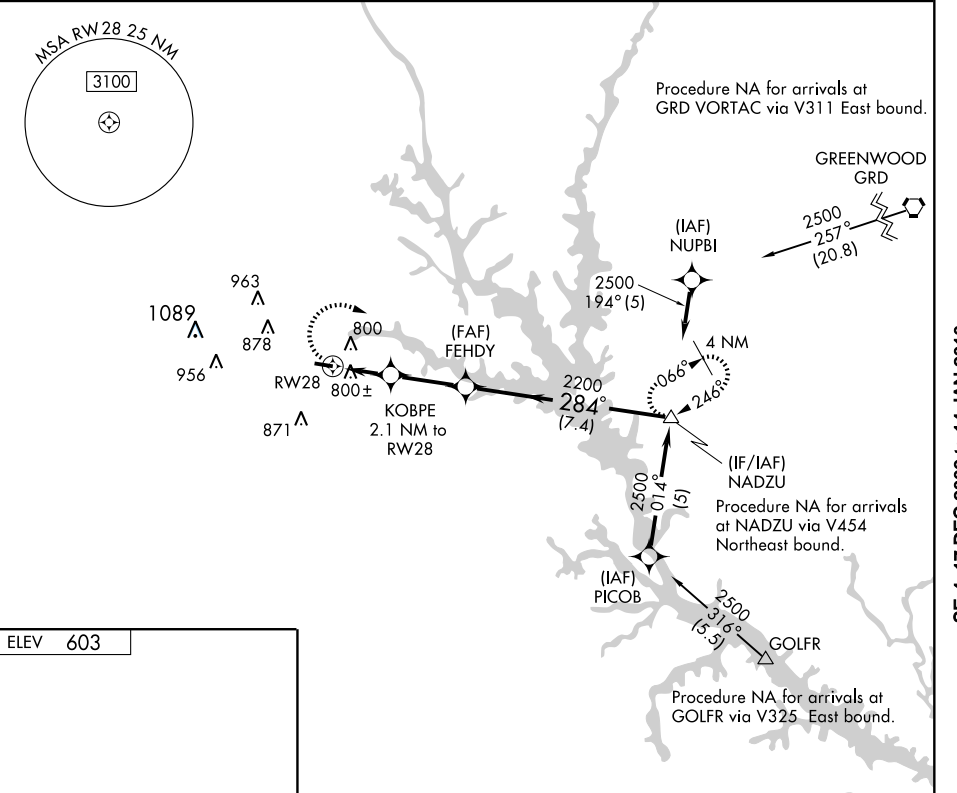
SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
284°	TDZE	603
	Apt Elev	603

When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet and LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct NADZU and hold.

AWOS-3 118.15	ATLANTA APP CON ★ 127.5 316.05	UNICOM 122.8 (CTAF) 0
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2500 NADZU		VGSI and descent angles not coincident.		NADZU	
KOBPE 2.1 NM to RW28		FEHDY		2500	
1.1 NM to RW28		2200		Procedure Turn NA	
RW28		1320			
1.1 NM		1 NM		2.7 NM	
CATEGORY		A		B	
LNAV MDA		1100-1 497 (500-1)		1100-1¼ 497 (500-1¼)	
CIRCLING		1200-1 597 (600-1)		1220-1¾ 617 (700-1¾)	

SE-4, 17 DEC 2009 to 14 JAN 2010



VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	070°	TDZE	600
Chan 33		Apt Elev	603

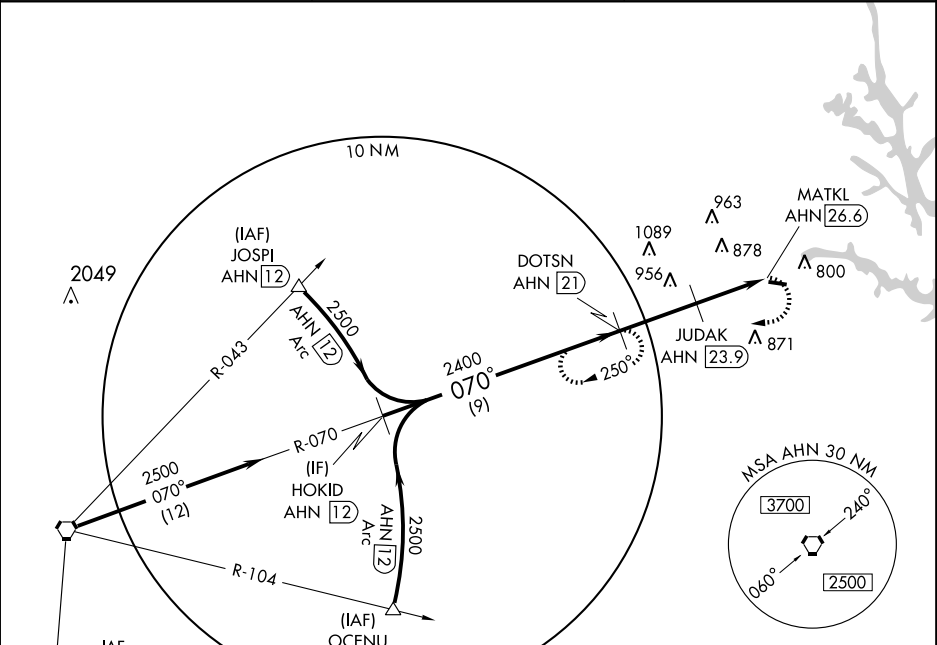
VOR/DME RWY 10

ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

**⚠** When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet, S-10 and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing right turn to 2400 via AHN R-070 to DOTSN/AHN 21 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) 0



IAF  
ATHENS  
109.6 AHN  
Chan 33

ELEV 603

070° 5.6 NM from FAF

TDZE 600

10 28

4000 X 75

★

⊙

HOKID AHN 12

2500

070°

DOTSN AHN 21

2400

2.97°

TCH 42

JUDAK AHN 23.9

MATKL AHN 26.6

\*1580 when using Anderson altimeter setting.

\*1480

9 NM

2.9 NM

2.7 NM

Procedure Turn NA

VGSI and descent angles not coincident.

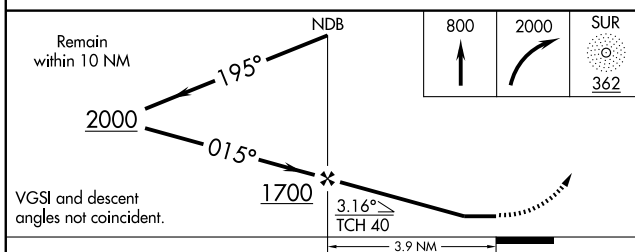
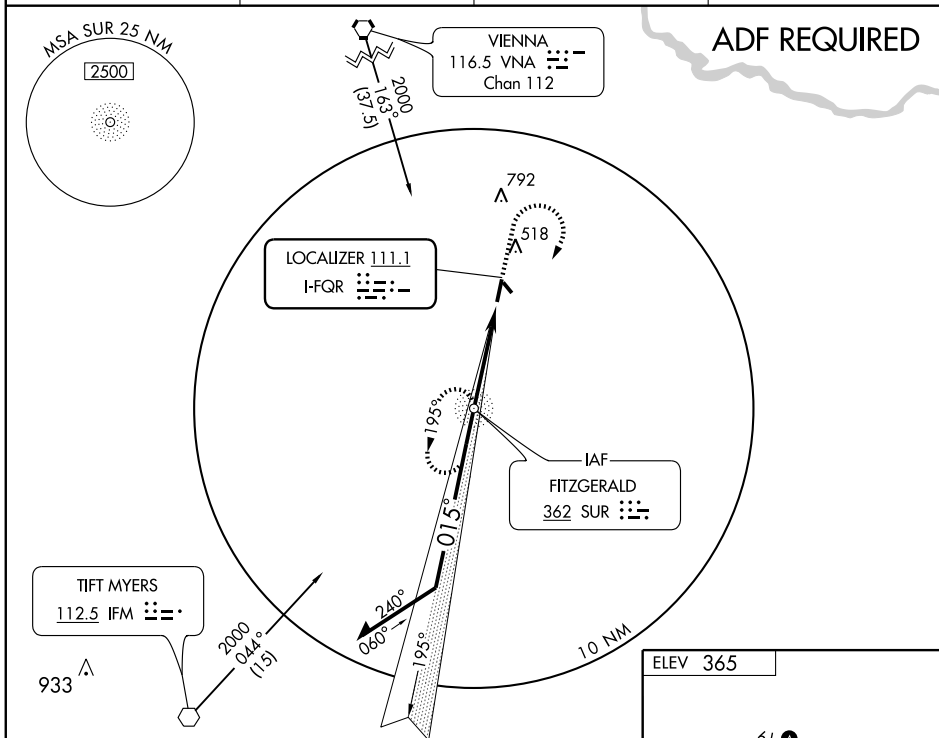
CATEGORY	A	B	C	D
S-10	1300-1 700 (700-1)	1300-1¼ 700 (700-1¼)	1300-2 700 (700-2)	NA
CIRCLING	1300-1 697 (700-1)	1300-1¼ 697 (700-1¼)	1300-2 697 (700-2)	NA

LOC I-FQR <b>111.1</b>	APP CRS <b>015°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>365</b> <b>365</b>
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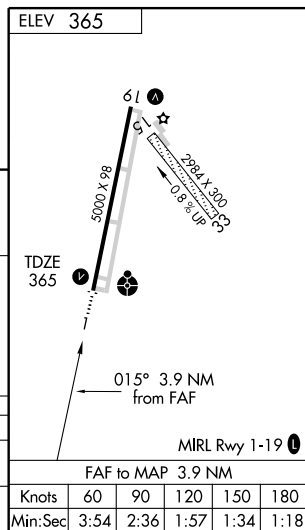
# LOC RWY 1 FITZGERALD MUNI (F'ZG)

NA Obtain local altimeter setting on AWOS. Visibility reduction by helicopters NA. Inoperative table does not apply.		MISSED APPROACH: Climb to 800, then climbing right turn to 2000 direct SUR NDB and hold.
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AWOS-3 <b>118.625</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF)
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CATEGORY	A	B	C	D
S-1	740-1	375 (400-1)	740-1 1/4	375 (400-1 1/4)
CIRCLING	860-1	495 (500-1)	860-1 1/2	920-2
			495 (500-1 1/2)	555 (600-2)



NDB SUR	APP CRS	Rwy Idg	<b>5002</b>
<b><u>362</u></b>	<b>015°</b>	TDZE	<b>365</b>
		Apt Elev	<b>365</b>

NDB or GPS RWY 1  
FITZGERALD MUNI (FZG)

<b>T</b>	Obtain local altimeter setting on AWOS.
<b>A</b> NA	Visibility reduction by helicopters NA. Inoperative table does not apply.

ODALS

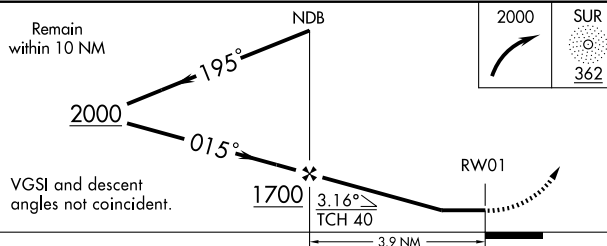
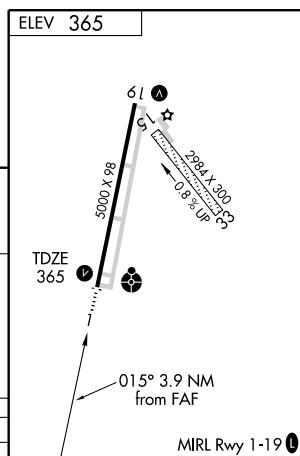
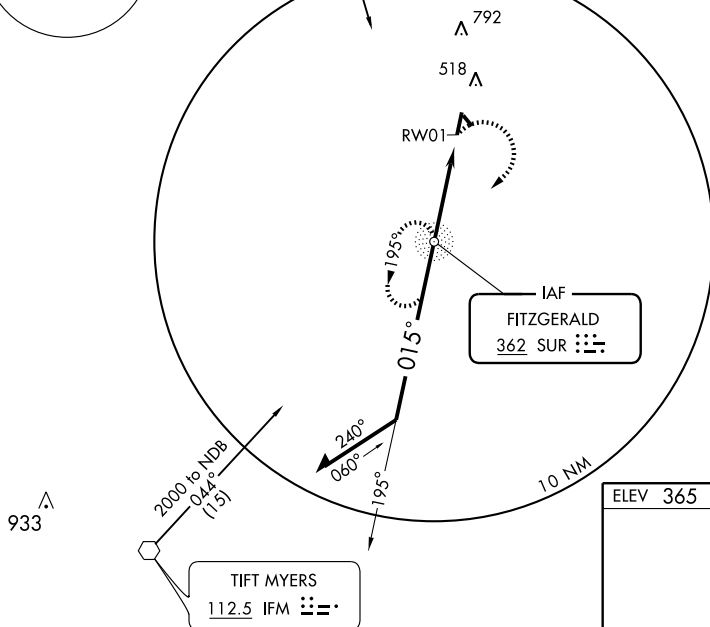
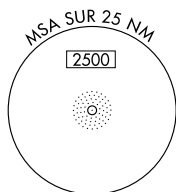
**MISSED APPROACH:** Climbing right turn to 2000 direct SUR NDB and hold.

AWOS-3  
118,625

JACKSONVILLE CENTER  
132.3 290.4

GCO  
121,725

UNICOM  
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
S-1	780-1	415 (500-1)	780-1¼	415 (500-1¼)
CIRCLING	860-1	495 (500-1)	860-1½ 495 (500-1½)	920-2 555 (600-2)

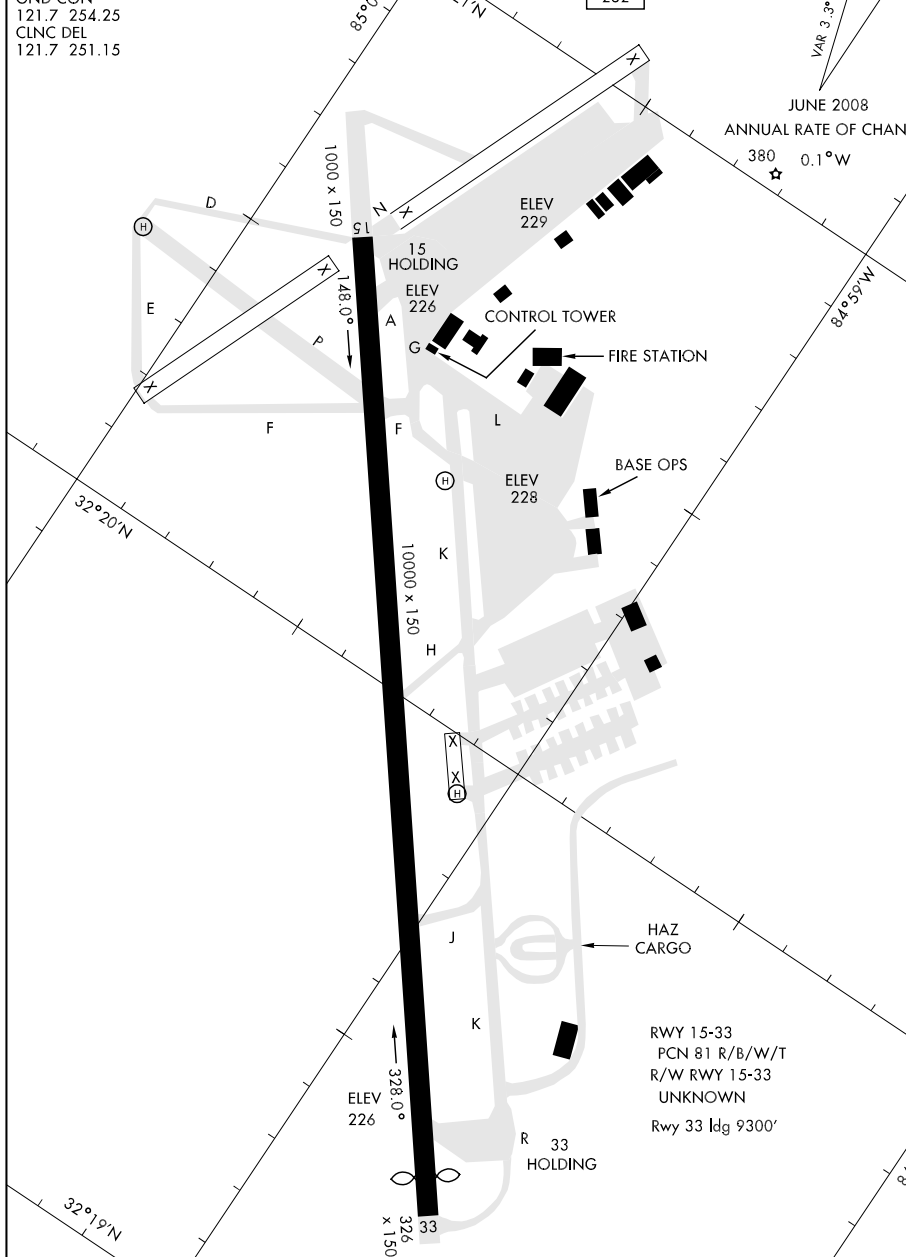
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

121.7 254.25  
CLNC DEL  
121.7 251.15

VAR 3.3°

JUNE 2008  
ANNUAL RATE OF CHAN  
380 0.1°W

SE-4, 17 DEC 2009 to 14 JAN 2010



# AIRPORT DIAGRAM

FT. BENNING (COLUMBUS), GEO  
LAWSON AAF (KL

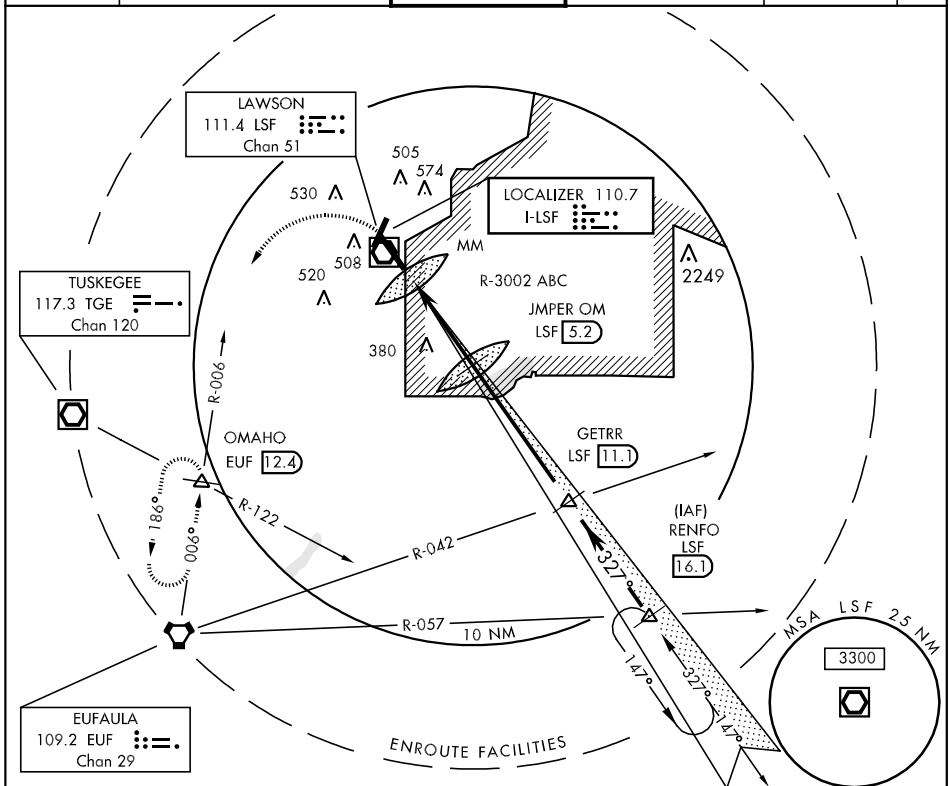
LOC I-LSF <b>110.7</b>	APCH CRS <b>327°</b>	Rwy Idg TDZE Arpt Elev <b>9300</b> <b>226</b> <b>232</b>	AL-146 [USA]	LAWSON AAF (KLSF)
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▼ \* Circling not authorized E of Rwy 15-33 and SE of clsd rwy.  
▲ NA when twr clsd.

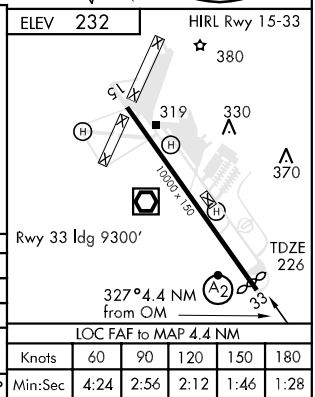


MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 via EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b> <b>126.55 353.75</b> blw 7000 7000 and abv	LAWSON TOWER ★ <b>119.05 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>	ASR/ PAR
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1000 ↑	2400 EUF R-006	OMAHOU EUF 12.4	JMPER 5.2 OM	GETRR 11.1 EUF R-042	RENFO 16.1 EUF R-057
CATEGORY	A		B	C	D
S-ILS 33	426/24	200 (200-½)		426/40	200 (200-¾)
S-LOC 33	640/40	414 (500-¾)		640/50	414 (500-1)
CIRCLING *	820-1	588 (600-1)		840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 33	426/24	200 (200-½)		426/40	200 (200-¾) GS 3.0°



APCH CRS  
**147°**  
Rwy ldg **10,000**  
TDZE **226**  
Arpt Elev **232**

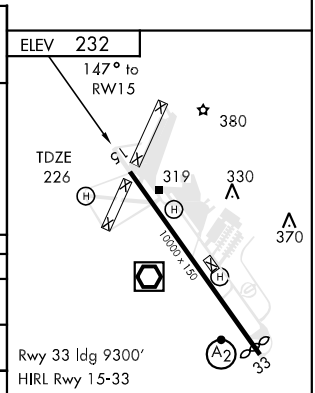
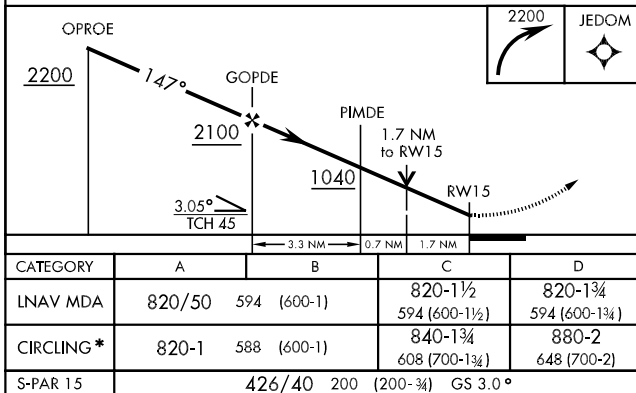
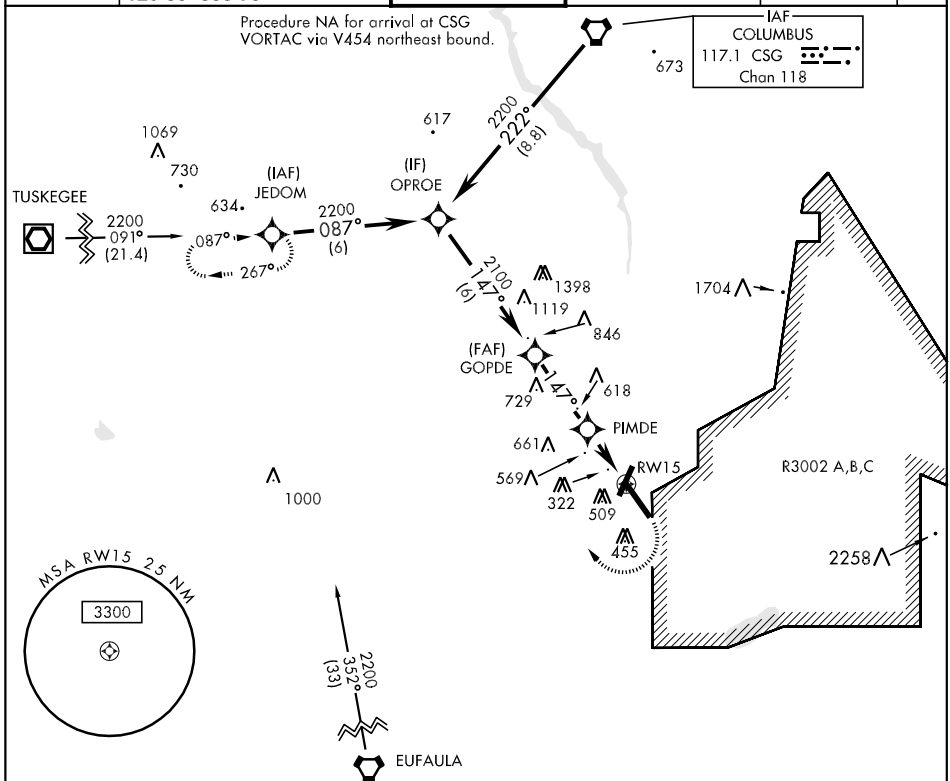
AL-146 [USA]

LAWSON AAF (KLSF)

▼ \* Circling not authorized E of Rwy 15-33.  
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JEDOM and hold.

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b> blw 7000 <b>126.55 353.75</b> 7000 and abv	LAWSON TOWER ★ <b>119.05 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>	ASR/ PAR
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APCH CRS	Rwy Idg	<b>9300</b>
<b>327°</b>	TDZE	<b>226</b>
	Arpt Elev	<b>232</b>

AL-146 [USA]

LAWSON AAF (KLSF)

**T** \* When ALS inop, increase CAT D vis to 1½ miles.  
**A** \*\* Circling not authorized E of Rwy 15-33.  
 DME/DME RNP-0.3 NA.

SALSF

**MISSED APPROACH:** Climbing left turn to 2200 direct LICEV and hold.

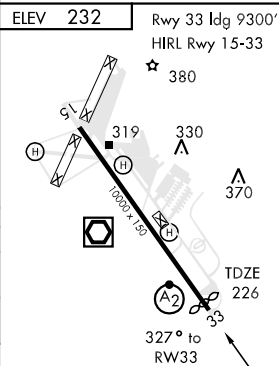
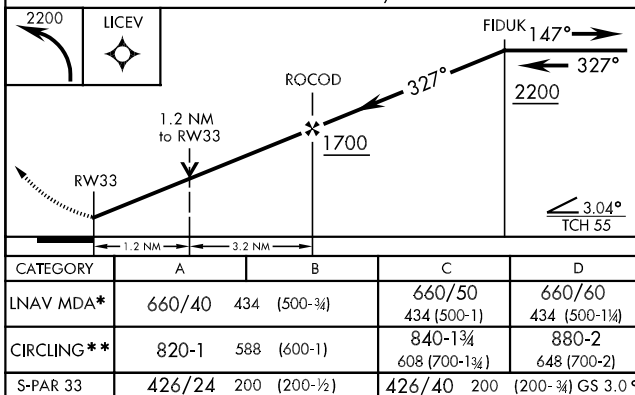
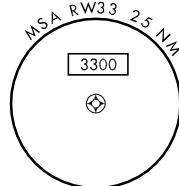
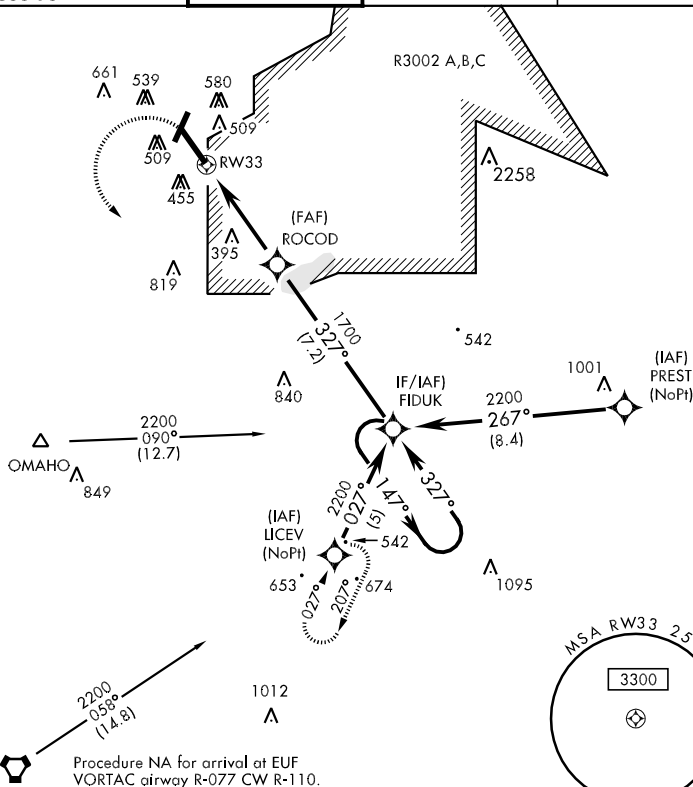
ATIS ★  
134.375

ATLANTA		APP CON
125.5	323.1	blw 7000
126.55	353.75	7000 and abv

LAWSON TOWER ★  
119.05 269.525

GND CON  
**121.7 254.25**

CLNC DEL  
**121.7 251.15**

ASR,  
PAR

FT. BENNING (COLUMBUS), GEORGIA

32° 20'N-85° 00'W

LAWSON AAF (KLSF)

Orig 07074

MAY / JUNE MAY 20

VOR/DME LSF <b>111.4</b> Chan <b>51</b>	APCH CRS <b>028°</b>	Rwy ldg TDZE Arpt Elev <b>N/A</b> <b>232</b>
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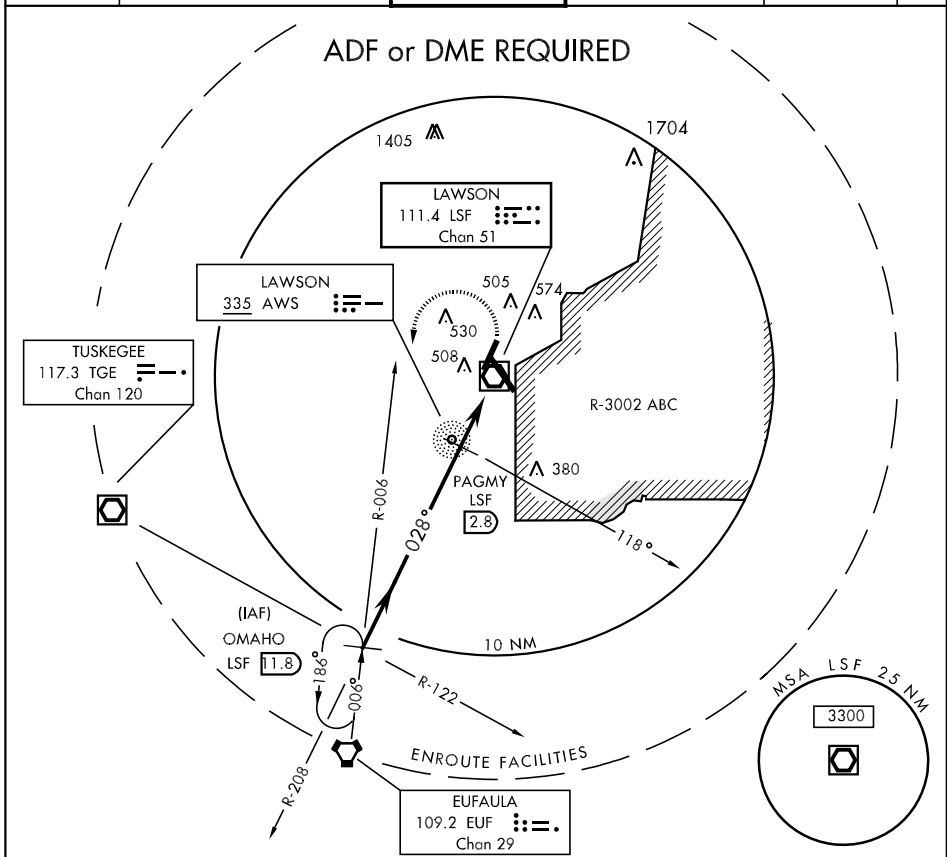
AL-146 [USA]

LAWSON AAF (KLSF)

✱ Circling not authorized E of Rwy 15-33.  
NA when tower closed.

MISSED APPROACH: Climbing left turn to 2400 via heading 240° and EUF VORTAC R-006 to OMAHO INT/EUF 12.4 and hold.

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b> blw 7000 <b>126.55 353.75</b> 7000 and abv	LAWSON TOWER ★ <b>119.05 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>	ASR/ PAR
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OMAHO LSF 11.8 TGE R-122		2400 hdg 240°	2400 EUF R-006	OMAHO EUF 12.4	ELEV 232	
2400 028°		PAGMY AWS BRG 118°	VOR/DME	1600		
CATEGORY	A	B	C	D		
CIRCLING ✱	820-1	588 (600-1)	840-1 3/4 608 (700-1 3/4)	880-2 648 (700-2)		



VOR/DME LSF <b>111.4</b> Chan <b>51</b>	APCH CRS <b>158°</b>	Rwy ldg <b>10000</b> TDZE <b>226</b> Arpt Elev <b>232</b>
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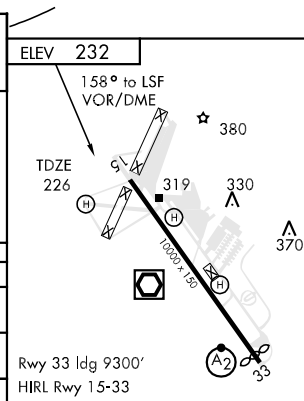
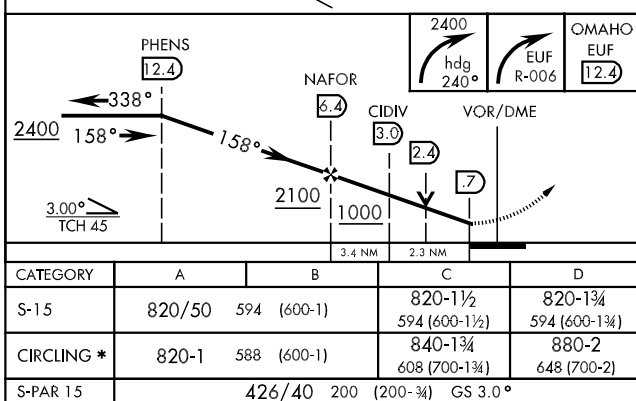
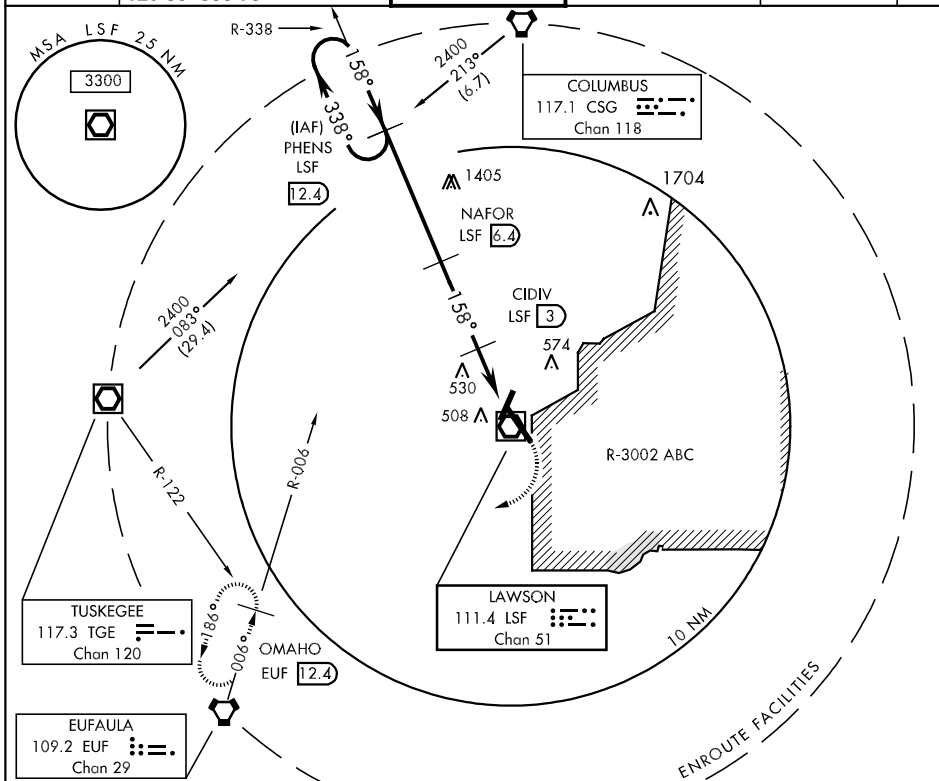
AL-146 [USA]

LAWSON AAF (KLSF)

**V** \* Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ★ <b>134.375</b>	ATLANTA APP CON <b>125.5 323.1</b> blw 7000 <b>126.55 353.75</b> 7000 and abv	LAWSON TOWER ★ <b>119.05 269.525</b>	GND CON <b>121.7 254.25</b>	CLNC DEL <b>121.7 251.15</b>	ASR/ PAR
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NDB

MOQ

263

APP CRS

329°

Rwy Idg

5002

TDZE

40

Apt Elev

46

NDB RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

▼

Inoperative table does not apply to ODALS Rwy 33R.

▲

Visibility reduction by helicopters NA.

ASR

When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet, S-33R Cat. C/D visibility ¼ mile, and Circling Cat. C visibility ¼ mile.

NA

when R3005C/D or R3007C is active and LHW tower is closed.

ODALS

MISSED APPROACH: Climbing right turn to 2100 direct MOQ NDB and hold, continue climb in hold to 2100.

ATIS ★

118.475 239.025

SAVANNAH APP CON ★

120.4 353.775

WRIGHT TOWER ★

126.25 (CTAF) 0 269.275

GND CON

121.7 273.575

RADAR REQUIRED

ELEV 46

2100

MOQ

NDB

149°

2300

329°

1500

3.43°

TCH 65

3.9 NM

Remain within 10 NM

VGSI and descent angles not coincident.

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18
CATEGORY	A		B		D
S-33R	500-1 460 (500-1)		500-1¼ 460 (500-1¼)		500-1½ 460 (500-1½)
CIRCLING	560-1 514 (600-1)		600-1½ 600-2 554 (600-1½)		600-2 554 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

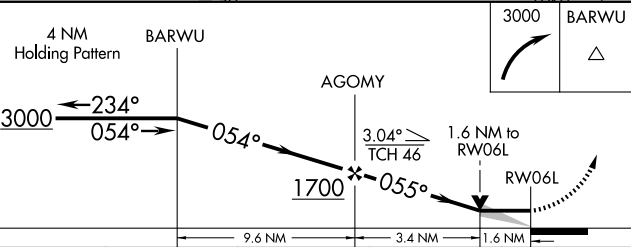
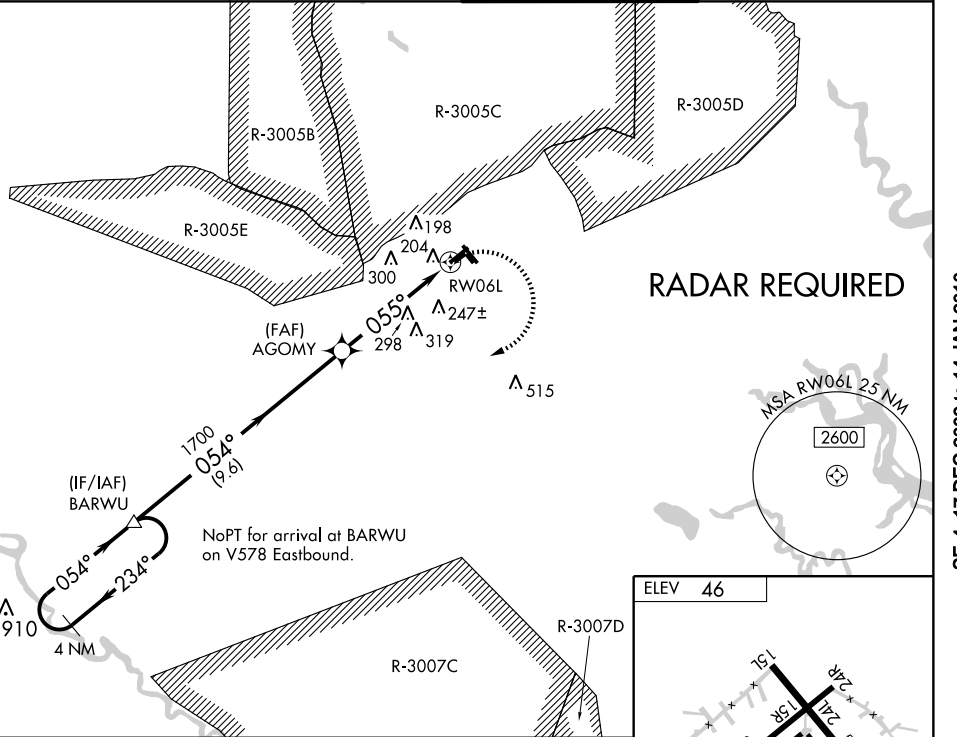
▼

ASR

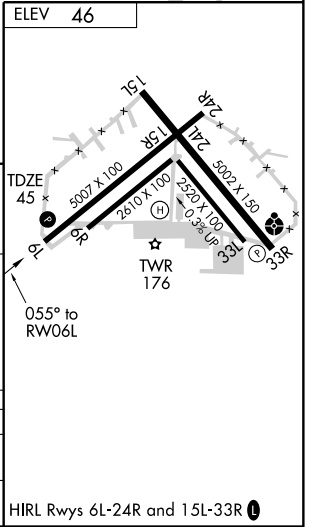
DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile.  
Circling NA northeast of Rwy 15L/33R.  
VDP NA using Savannah altimeter setting.  
NA when R3005C/D or R3007C is active and LHW tower is closed.

MISSED APPROACH: Climbing right turn to 3000 direct BARWU and hold.

ATIS ★ 118.475 239.025	SAVANNAH APP CON ★ 120.4 353.775	WRIGHT TOWER ★ 126.25 (CTAF) 269.275	GND CON 121.7 273.575
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CATEGORY	A	B	C	D
LNAV MDA	600-1	555 (600-1)	600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)
CIRCLING	600-1	554 (600-1)	600-1½ 554 (600-1½)	600-2 554 (600-2)



APP CRS	Rwy Idg	5002
325°	TDZE	40
	Apt Elev	46

RNAV (GPS) RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

▼

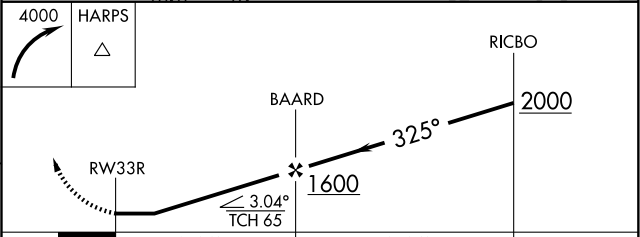
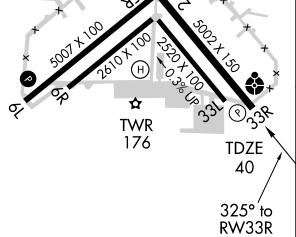
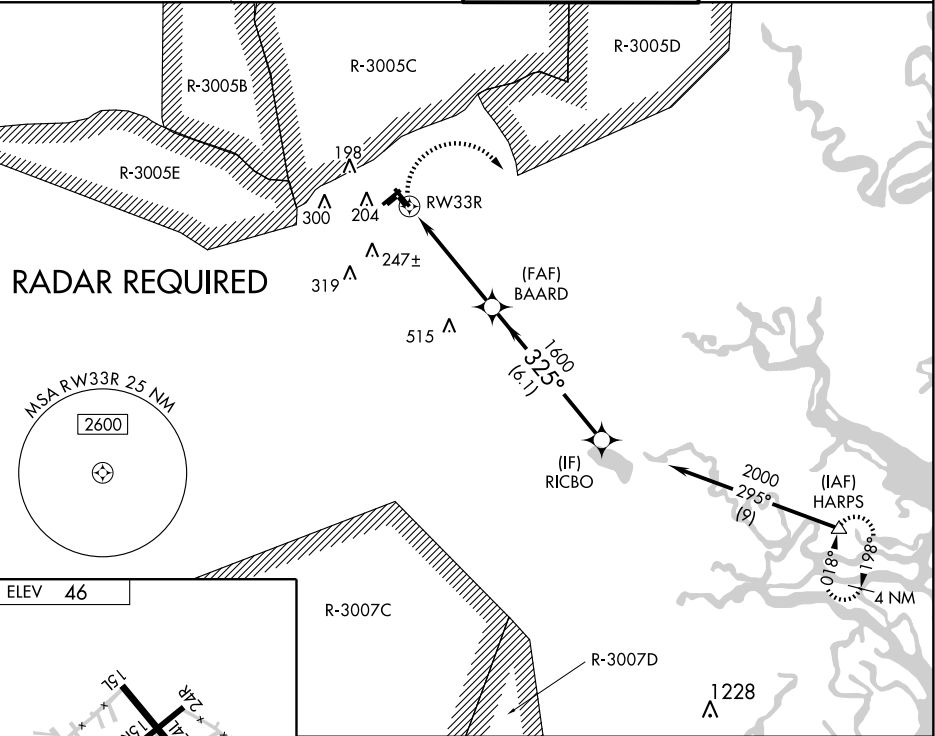
ASR

Inoperative table does not apply to ODALS Rwy 33R.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.  
Circling NA northeast of Rwy 15L/33R.  
NA when R3005C/D is active and LHW tower is closed.

ODALS

MISSED APPROACH: Climbing right turn to 4000 direct HARPS and hold.

ATIS ★ 118.475 239.025	SAVANNAH APP CON ★ 120.4 353.775	WRIGHT TOWER ★ 126.25 (CTAF) 0 269.275	GND CON 121.7 273.575
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CATEGORY	A	B	C	D
LNAV MDA	480-1	440 (500-1)	480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	560-1	514 (600-1)	600-½ 554 (600-½)	600-2 554 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GVL <b>110.55</b> Chan <b>42</b> (Y)	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1276</b> <b>1276</b>
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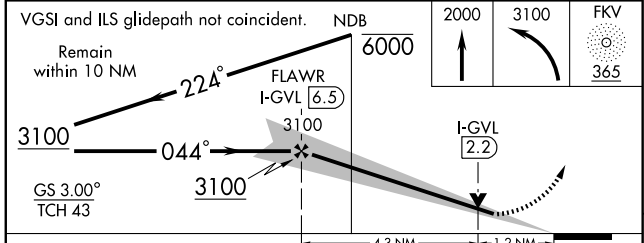
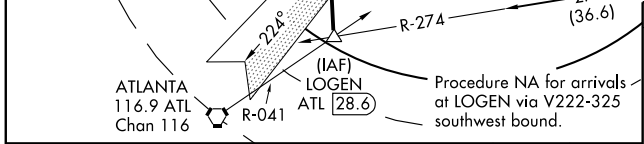
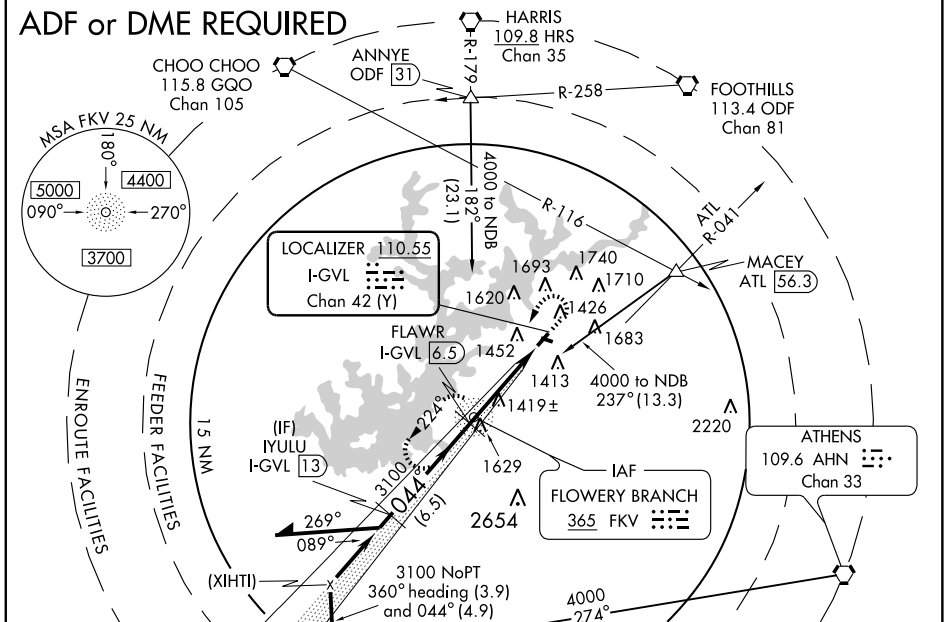
# ILS or LOC/DME RWY 5 GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

**ADF Required.** VDP NA when using Jefferson altimeter setting. When local altimeter setting not received use Jefferson altimeter setting; increase all DA to 1556 feet and all visibilities ¼ mile; increase all MDA 80 feet and S-LOC 5 Cat. D visibility ¼ mile and Circling Cats. C and D visibility ¼ mile.

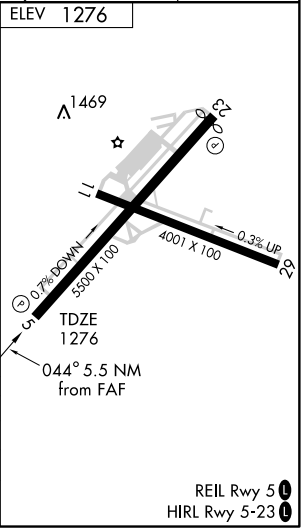
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3100 direct FKV NDB and hold.

ASOS <b>126.475</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	GCO <b>121.725</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>
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## ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 5		1476-¾	200 (200-¾)	
S-LOC 5	1680-1	404 (500-1)	1680-1¼	404 (500-1¼)
CIRCLING	1880-1	604 (700-1)	1880-1¾	2060-2½
			604 (700-1¾)	784 (800-2½)



Rwy Idg	<b>5500</b>
TDZE	<b>1276</b>
Apt Elev	<b>1276</b>

GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

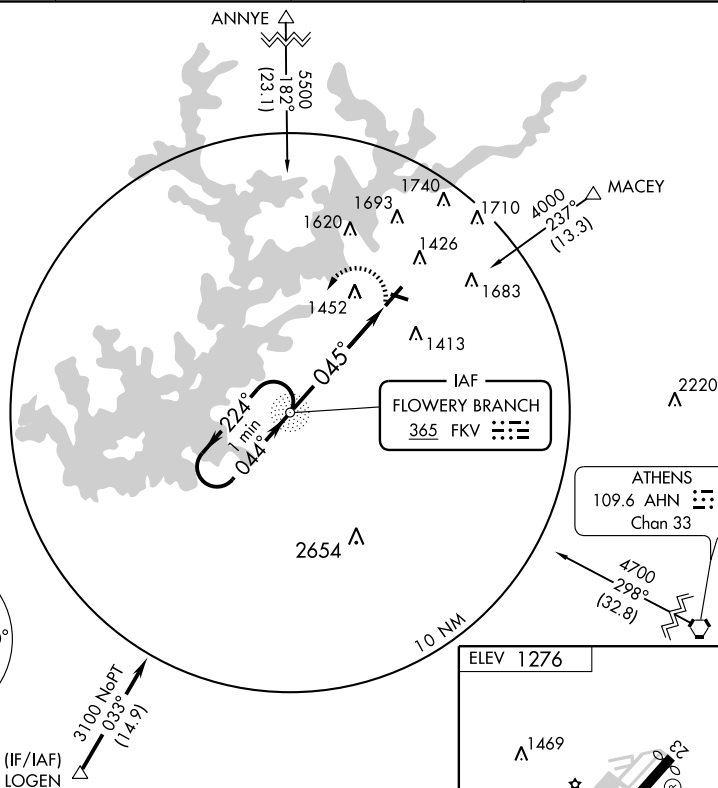
**T** If local altimeter setting not received, use Jefferson  
**A** altimeter setting and increase all MDAs 80 feet.  
Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing left turn to 3100 direct FKV NDB and hold.

ASOS  
**126.475**

ATLANTA APP CON★  
132.475 291.1

GCO  
121.725

UNICOM  
123.075 (CTAF) **L**

### One Minute Holding Pattern

$$3100 \frac{\leftarrow 224^\circ}{24.4^\circ}$$

VGSI and descent angles  
not coincident.

NDB

$$\underline{3.31^\circ}$$

A horizontal line with arrows at both ends, labeled "5.1 NM".

3100

FKV

ELEV 1276

Δ<sup>1469</sup>

TDZE  
1276

45° 5.1 NM  
from FAF

REIL Rwy 5 **L**  
HIRL Rwy 5-23 **L**

CATEGORY	A	B	C	D
S-5	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	1820-1¾ 544 (600-1¾)
CIRCLING	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	2040-2½ 764 (800-2½)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

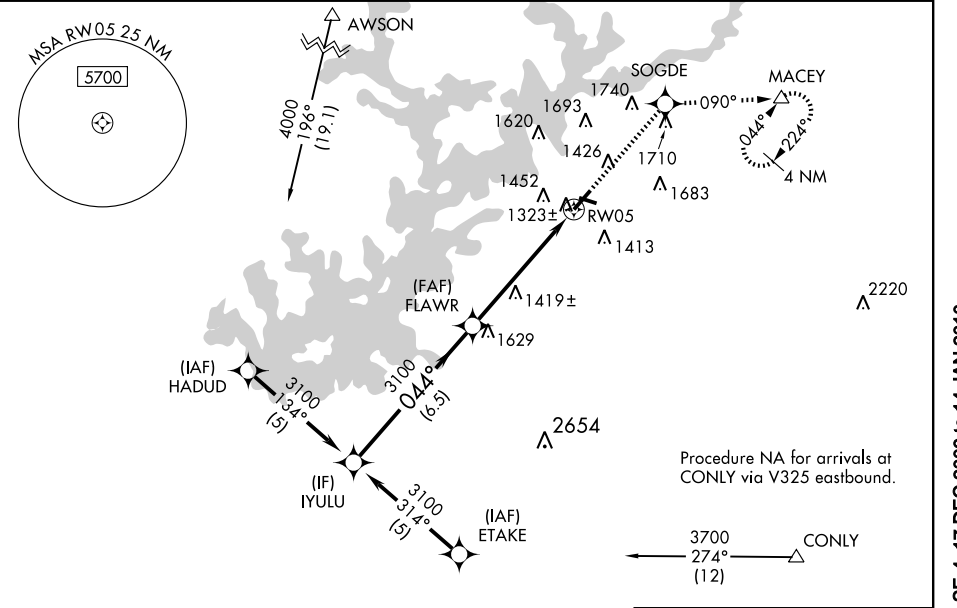
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jefferson altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cats visibilities ¼ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Jefferson altimeter setting.

MISSED APPROACH: Climb to 4000 direct SOGDE and via 090° track to MACEY and hold, continue climb-in-hold to 4000.

ASOS 126.475	ATLANTA APP CON★ 132.475 291.1	GCO 121.725	UNICOM 123.075 (CTAF) <b>U</b>
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VGSI and RNAV glidepath not coincident.

Procedure Turn NA

GS 3.00° TCH 43

4000

SOGDE

090° trk

MACEY

3100

044°

3100

\*1.5 NM to RW05

\*LNAV only.

RW05

6.5 NM

4 NM

1.5 NM

CATEGORY	A	B	C	D
LPV DA	1526-1		250 (300-1)	
LNAV/VNAV DA	1761-1¾		485 (500-1¾)	
LNAV MDA	1780-1 504 (600-1)		1780-1½ 504 (600-1½)	
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾) 2060-2½ 784 (800-2½)	

ELEV 1276

1469

1276

044° to RW05

0.7% DOWN

5500 X 100

0.3% UP

4001 X 100

29

REIL Rwy 5 **U**

HIRL Rwy 5-23 **U**

SE-4, 17 DEC 2009 to 14 JAN 2010



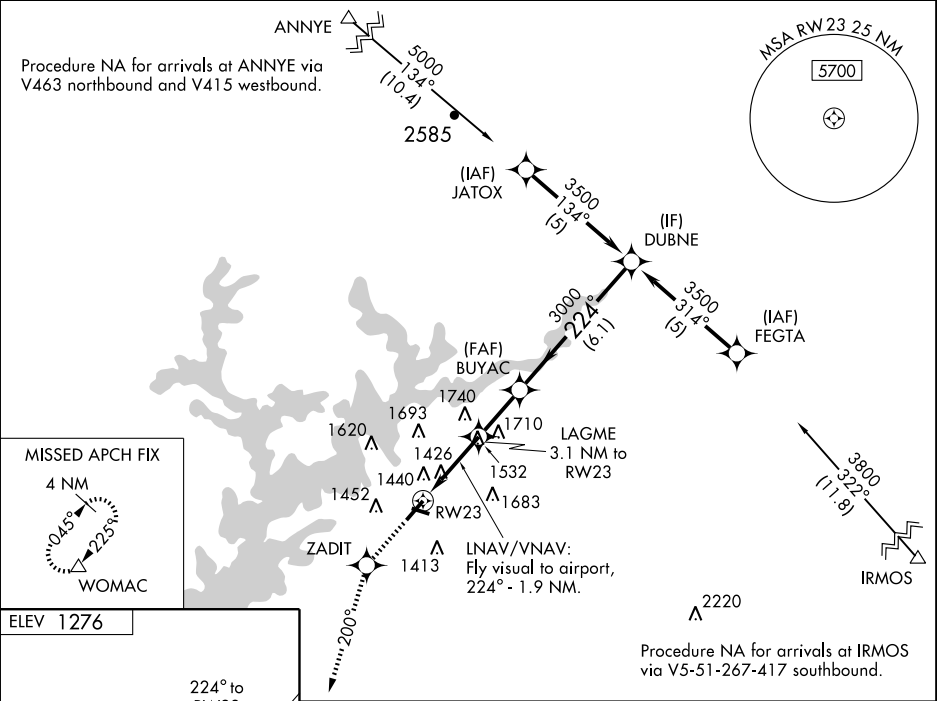
WAAS CH <b>77605</b> <b>W23A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>5370</b> <b>1272</b> <b>1276</b>
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RNAV (GPS) RWY 23  
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

**⚠** LNAV/VNAV NA when using Jefferson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Jefferson altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile, LNAV Cats C and D ¼ mile and Circling Cats C and D ¼ mile.

**MISSED APPROACH:** Climb to 4000 direct ZADIT and via 200° track to WOMAC and hold, continue climb-in-hold to 4000.

ASOS <b>126.475</b>	ATLANTA APP CON★ <b>132.475 291.1</b>	GCO <b>121.725</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>
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1469  
 TDZE 1272  
 4001 x 100  
 0.3% UP  
 5500 x 100  
 0.7% DOWN  
 4000  
 RW23  
 RW29

4000 ↑	ZADIT ✦	200° trk	WOMAC △	VGSI and RNAV glidepath not coincident.		DUBNE
LNAV/VNAV: Fly visual to airport, 224° - 1.9 NM.		LAGME 3.1 NM to RW23		BUYAC	3500	Procedure Turn NA  GS 3.00° TCH 40
RW23		*2220		*LNAV only.	3000	
3.1 NM		2.2 NM		6.1 NM		
CATEGORY	A		B		C	D
LPV DA	1720-1¾ 448 (500-1¾)					
LNAV/VNAV DA	1882-2 610 (700-2)					
LNAV MDA	1840-1	568 (600-1)	1840-1½ 568 (600-1½)		1840-1¾ 568 (600-1¾)	
CIRCLING	1880-1	604 (700-1)	1880-1¾ 604 (700-1¾)		2060-2½ 784 (800-2½)	

REIL Rwy 5 **L**  
 HIRL Rwy 5-23 **L**

REIL Rwy 5 **0**  
HIRL Rwy 5-23 **0**

LOC/DME I-VVM <b>110.9</b> Chan <b>46</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>677</b> <b>677</b>
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LOC RWY 24  
GREENSBORO/GREENE COUNTY RGNL (3J7)



When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet, S-24 Cat. C and D visibility  $\frac{1}{4}$  mile, and Circling Cat. C visibility  $\frac{1}{4}$  mile. Localizer unusable  $\frac{1}{2}$  mile inbound.

**MISSED APPROACH:** Climbing  
right turn to 2700 direct  
JUNNE NDB and hold

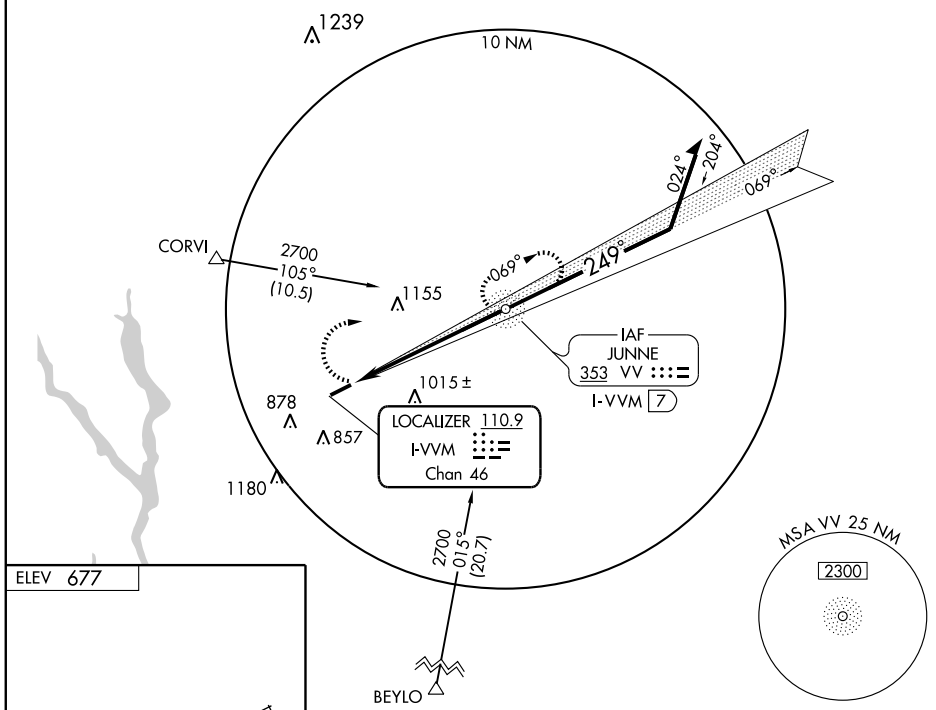
AWOS-3  
124.525

ATLANTA APP CON ★  
127.5 316.05

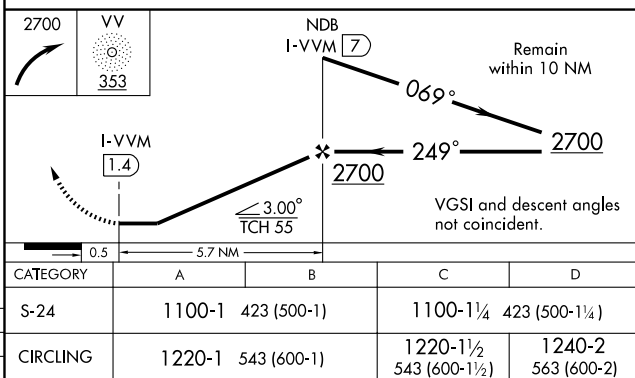
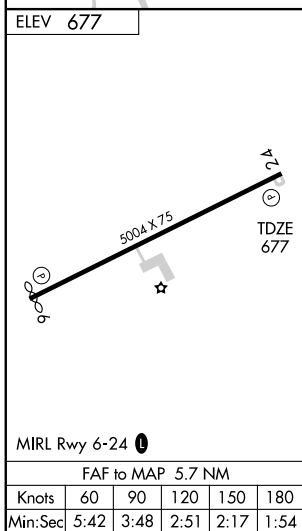
GCO  
121.725

UNICOM  
122.8 (CTAF) **L**

## ADF REQUIRED



SE-4. 17 DEC 2009 to 14 JAN 2010



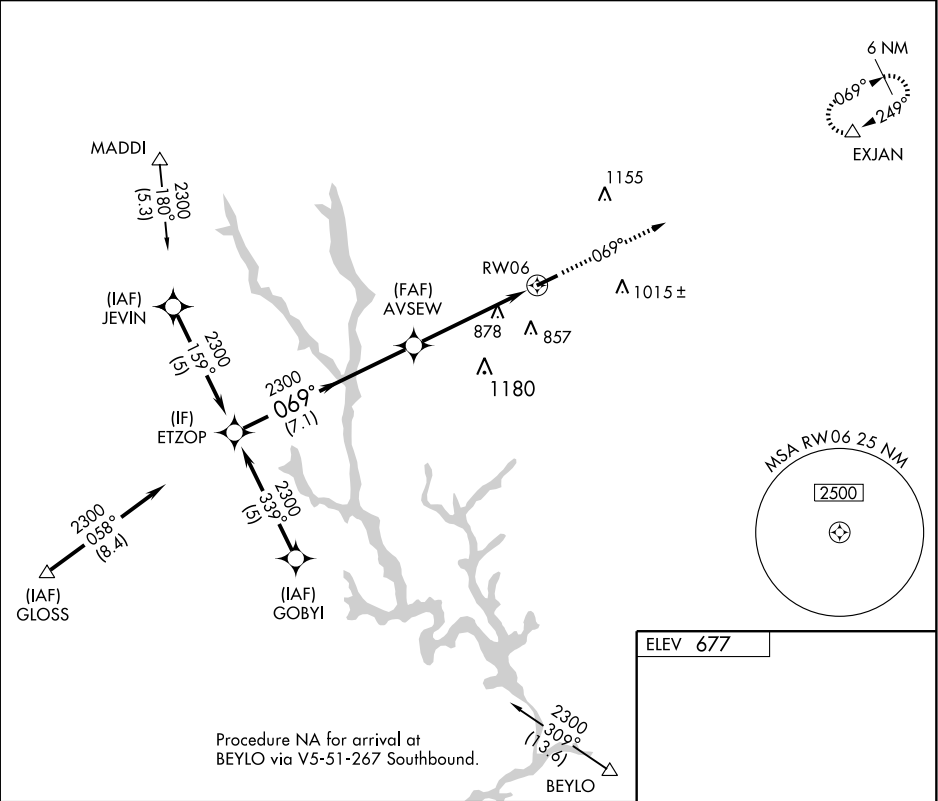
APP CRS	Rwy Idg	4904
069°	TDZE	677
	Apt Elev	677

RNAV (GPS) RWY 6

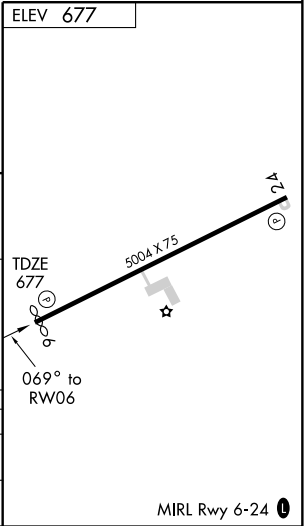
GREENSBORO/ GREENE COUNTY RGNL (3J7)

<div><div><div></div><div>NA</div></div></div> <div>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. VDP NA with Athens altimeter setting.</div>	MISSED APPROACH: Climb to 2300 to EXJAN WP and hold.
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AWOS-3 124.525	ATLANTA APP CON ★ 127.5 316.05	GCO 121.725	UNICOM 122.8 (CTAF) 1
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Procedure Turn NA	ETZOP	AVSEW	2300	EXJAN
2300	069°	2300	1.4 NM to RW06	
VGSI and descent angles not coincident.	7.1 NM	3.5 NM	1.4	
CATEGORY	A	B	C	D
LNAV MDA	1160-1	483 (500-1)	1160-1½ 483 (500-1½)	1160-1½ 483 (500-1½)
CIRCLING	1220-1	543 (600-1)	1220-1½ 543 (600-1½)	1240-2 563 (600-2)





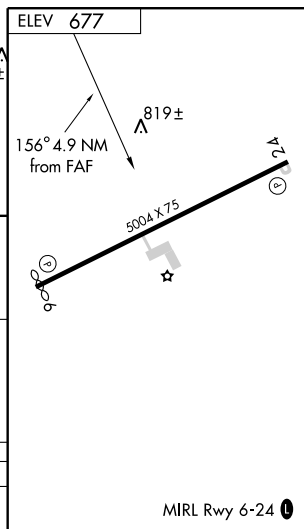
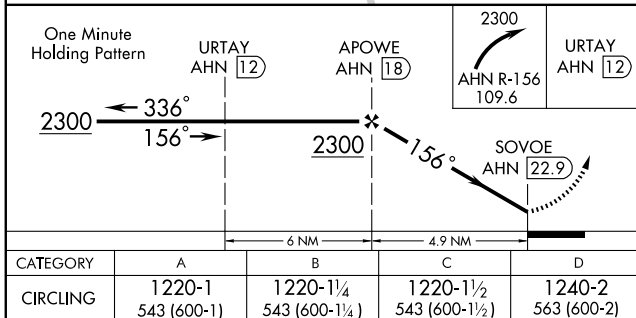
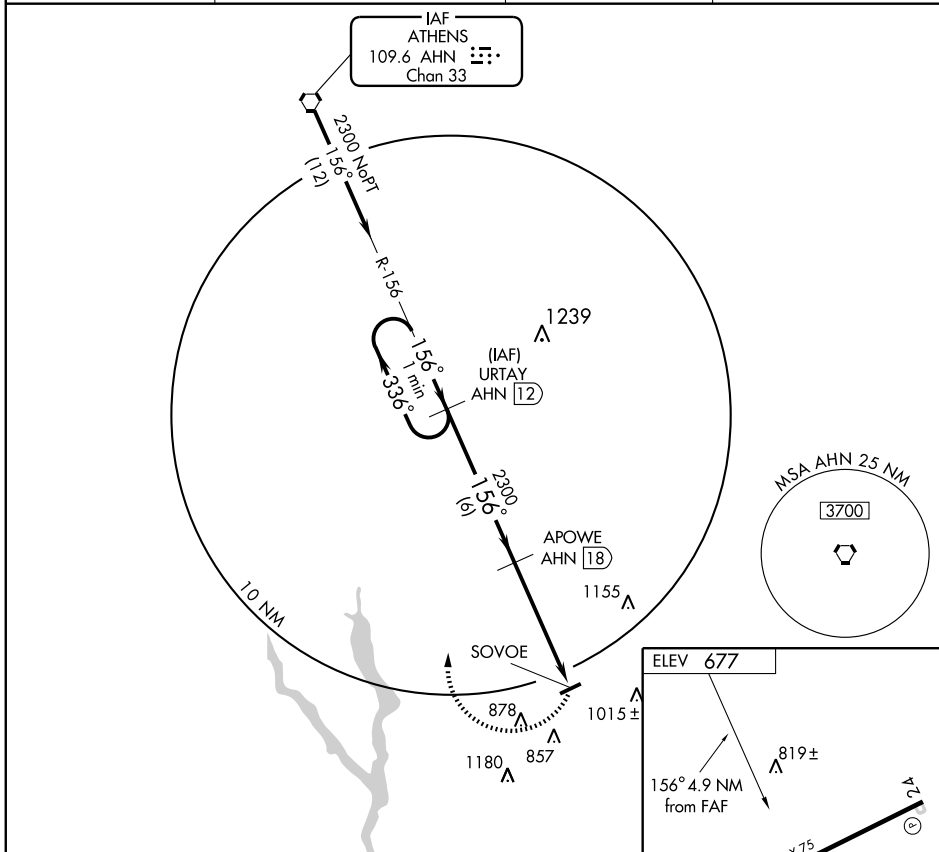
VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>156°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>677</b>
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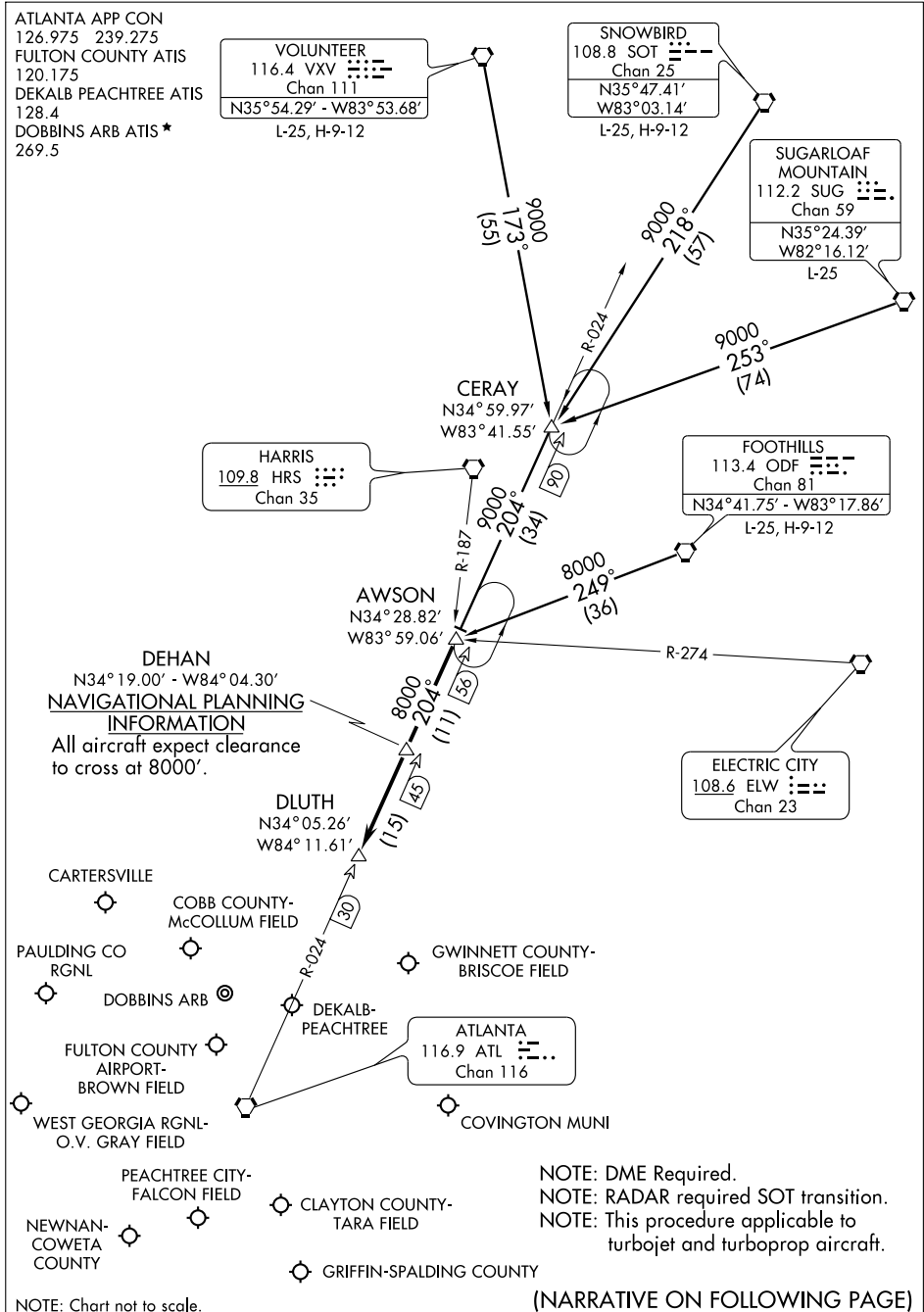
**VOR/DME-B**  
GREENSBORO/GREENE COUNTY RGNL (3J7)

**NA** If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climbing right turn to 2300 via AHN R-156 to URTAY/AHN 12 DME and hold.

AWOS-3 <b>124.525</b>	ATLANTA APP CON * <b>127.5 316.05</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

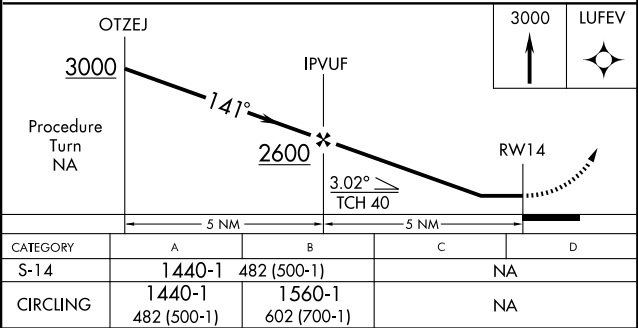
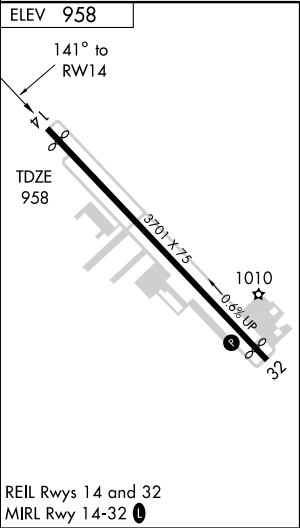
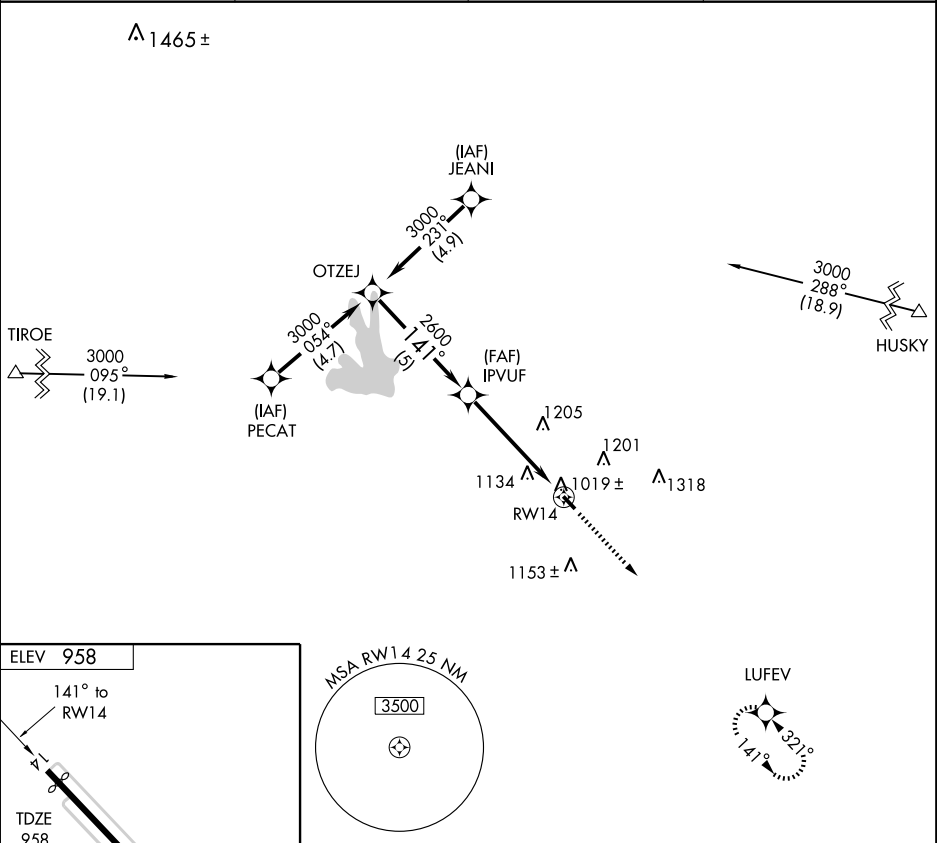
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

APP CRS	Rwy Idg	3501
141°	TDZE	958
	Apt Elev	958

<div><div><div></div><div>NA</div></div></div>		MISSED APPROACH: Climb to 3000 direct LUFEV WP and hold.	
AWOS-3 119.750	ATLANTA APP CON 128.575	CLNC DEL 128.575 381.65	UNICOM 123.075 (CTAF)





APP CRS <b>321°</b>	Rwy Idg <b>3501</b> TDZE <b>956</b> Apt Elev <b>958</b>
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## GPS RWY 32

GRIFFIN-SPALDING COUNTY (6A2)



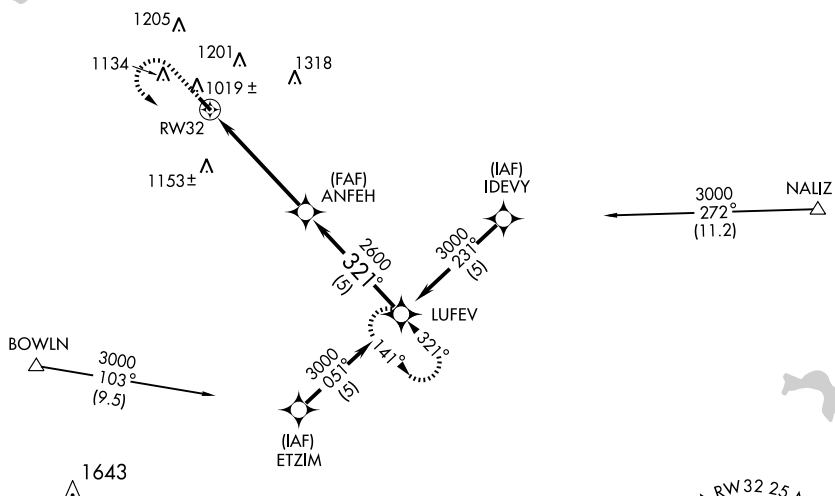
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 direct LUFEV WP and hold.

AWOS-3  
119.750

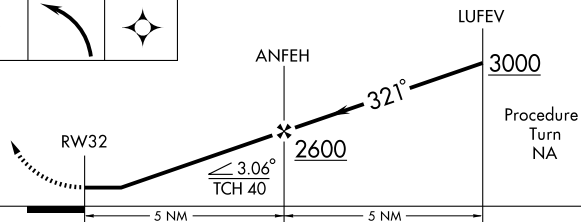
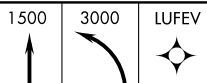
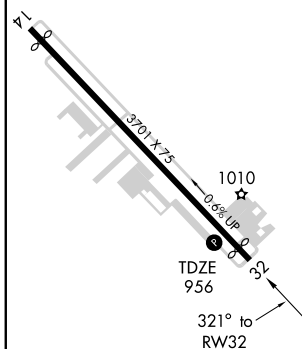
ATLANTA APP CON  
**128,575**

CLNC DEL  
**128,575 381.65**

UNICOM  
123.075 (CTAF) **L**



ELEV 958

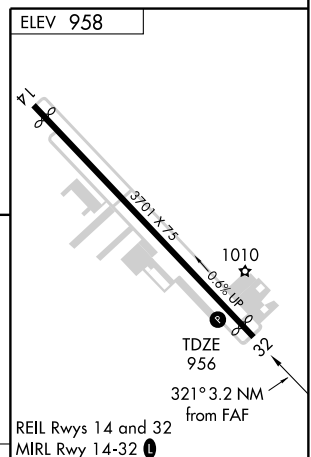
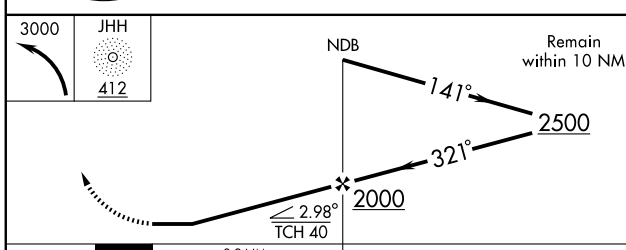
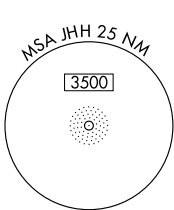


CATEGORY	STW		STW	
	A	B	C	D
S-32	1260-1	304 (400-1)	NA	
CIRCLING	1400-1 442 (500-1)	1560-1 602 (700-1)	NA	


REIL Rwy 14 and 32


MIRL Rwy 14-32 **L**


AWOS-3 <b>119.750</b>	ATLANTA APP CON <b>128.575</b>	CLNC DEL <b>128.575 381.65</b>	UNICOM <b>123.075(CTAF)0</b>
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CATEGORY		A	B	C	D	FAF to MAP 3.2 NM					
S-32		1560-1	604 (700-1)	NA		Knots	60	90	120	150	180
CIRCLING		1560-1	602 (700-1)	NA		Min:Sec	3:12	2:08	1:36	1:17	1:04

VOLUNTEER  
116.4 VXX   
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT   
Chan 25  
N35°47.41'  
W83°03.14'  
L-25, H-9-12

SUGARLOAF  
MOUNTAIN  
112.2 SUG   
Chan 59  
N35°24.39'  
W82°16.12'  
I-25

HARRIS  
109.8 HRS   
Chan 35

FOOTHILLS  
113.4 ODF   
Chan 81  
N34°41.75' - W83°17.86'  
I-25, H-9-12

AWSON  
N34°28.82'  
W83°59.06'

DEHAN  
N34° 19.00' - W84° 04.30'  
NAVIGATIONAL PLANNING  
INFORMATION

All aircraft expect clearance  
to cross at 8000'.

DLUTH  
N34°05.26'  
W84°11.61'

ELECTRIC CITY  
108.6 ELW ::  
Chan 23

CARTERSVILLE

COBB COUNTY-  
McCOLLUM FIELD

PAULDING CO  
RGNI

DOBBINS ARB ©

FULTON COUNTY   
AIRPORT-  
BROWN FIELD

WEST GEORGIA RGNL-  
O.V. GRAY FIELD

PEACHTREE CITY-  
FALCON FIELD

NEWMAN-  
COWETA  
COUNTY

CLAYTON COUNTY-  
TARA FIELD

 GRIFFIN-SPALDING COUNTY

ATLANTA  
116.9 ATL   
Chan 116

COVINGTON MUNI

NOTE: DME Required.

NOTE: RADAR required SOT transition.

NOTE: This procedure applicable to turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-4. 17 DEC 2009 to 14 JAN 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . . From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

APP CRS	Rwy Idg	<b>4503</b>
<b>057°</b>	TDZE	<b>861</b>
	Apt Elev	<b>874</b>

## RNAV (GPS) RWY 6

HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

**A** NA  
altimeter setting not received, use Hartsfield-Jackson Atlanta Intl  
altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 3000 direct CUVLI and via 113°Track to HUSKY and hold.

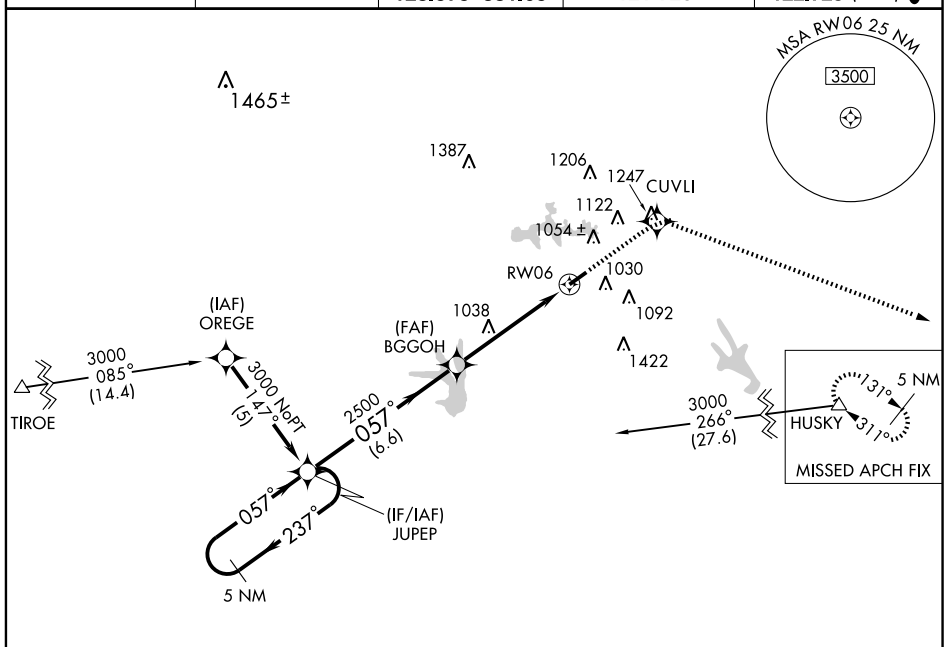
AWOS-3  
124.825

ATLANTA APP CON  
**128.575**

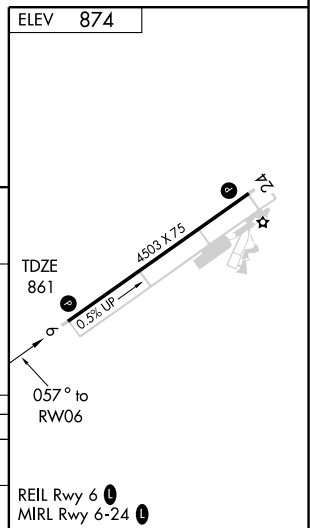
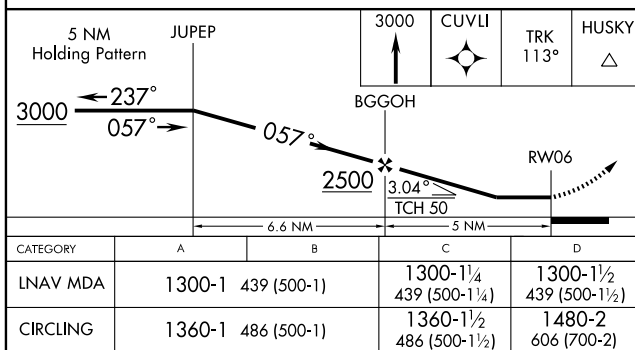
CLNC DEL  
**128.575 381.65**

GCO  
121.725

UNICOM  
122.725 (CTAF) **L**



Procedure NA for arrivals at BOWLN via V154 SE bound and V97 S bound.



APP CRS	Rwy Idg	<b>4503</b>
<b>237°</b>	TDZE	<b>874</b>
	Apt Elev	<b>874</b>

## RNAV (GPS) RWY 24

HAMPTON/CLAYTON COUNTY-TARA FIELD (4A7)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Hartsfield-Jackson  
Atlanta Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000  
direct JUPEP and hold.

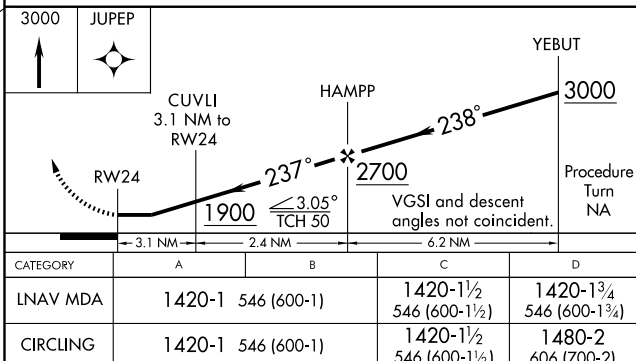
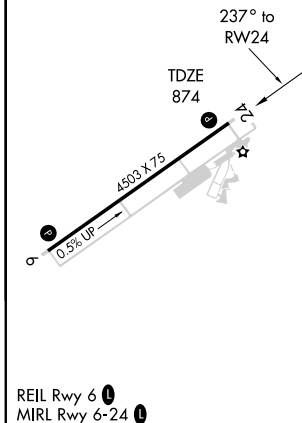
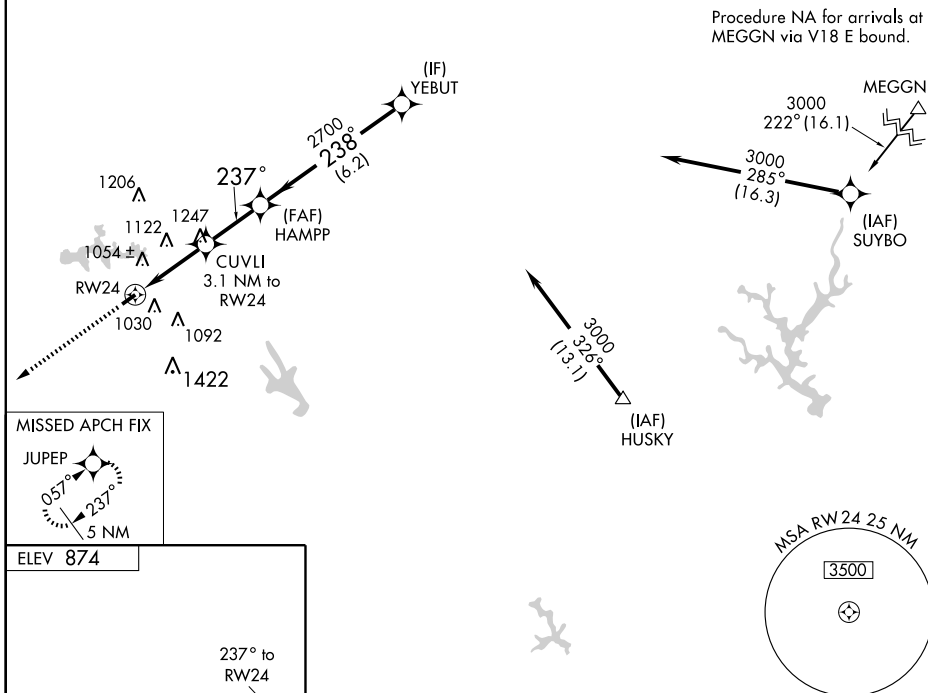
AWOS-3  
124.825

ATLANTA APP CON  
128.575

CLNC DEL  
**128.575 381.65**

GCO  
121.725

UNICOM  
122.725 (CTAF) **L**



NDB RWY 14  
HAZLEHURST (AZE)

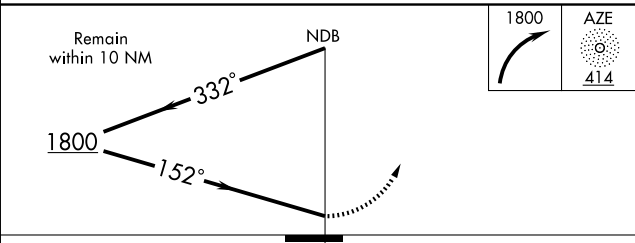
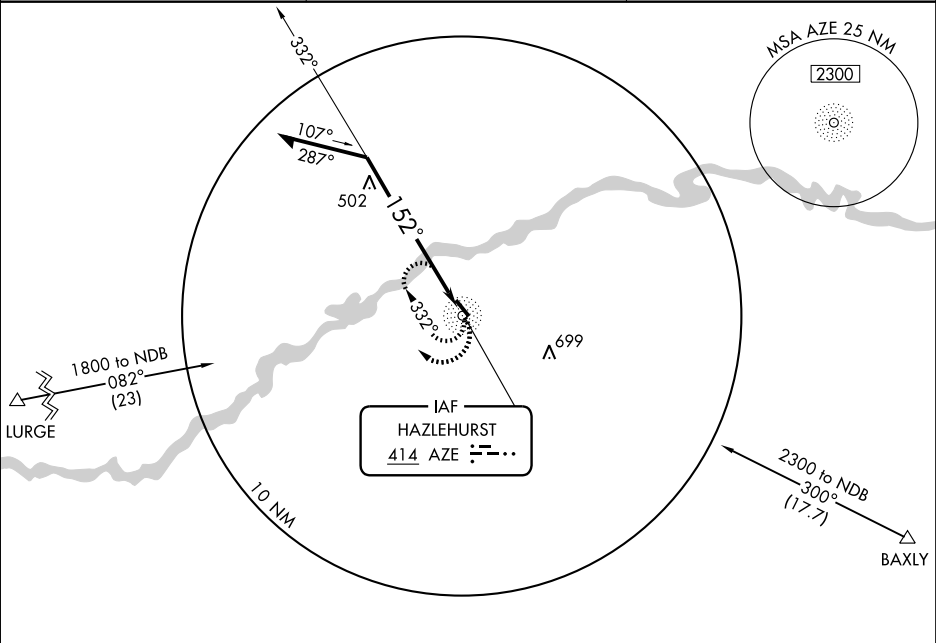
NDB AZE	APP CRS	Rwy Idg	4508
414	152°	TDZE	255
		Apt Elev	255

Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting and increase all MDAs 20 feet.

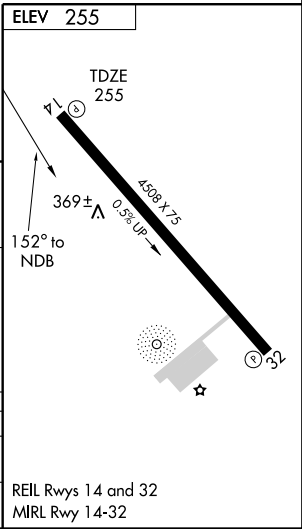
NA

MISSED APPROACH: Climbing right turn to 1800 in AZE NDB holding pattern.

VIDALIA AWOS-3 119.925	JACKSONVILLE CENTER 132.3 290.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-14	960-1 705 (800-1)	960-2 705 (800-2)	960-2 705 (800-2)	960-2 705 (800-2)
CIRCLING	960-1 705 (800-1)	960-2 705 (800-2)	960-2 705 (800-2)	960-2 705 (800-2)



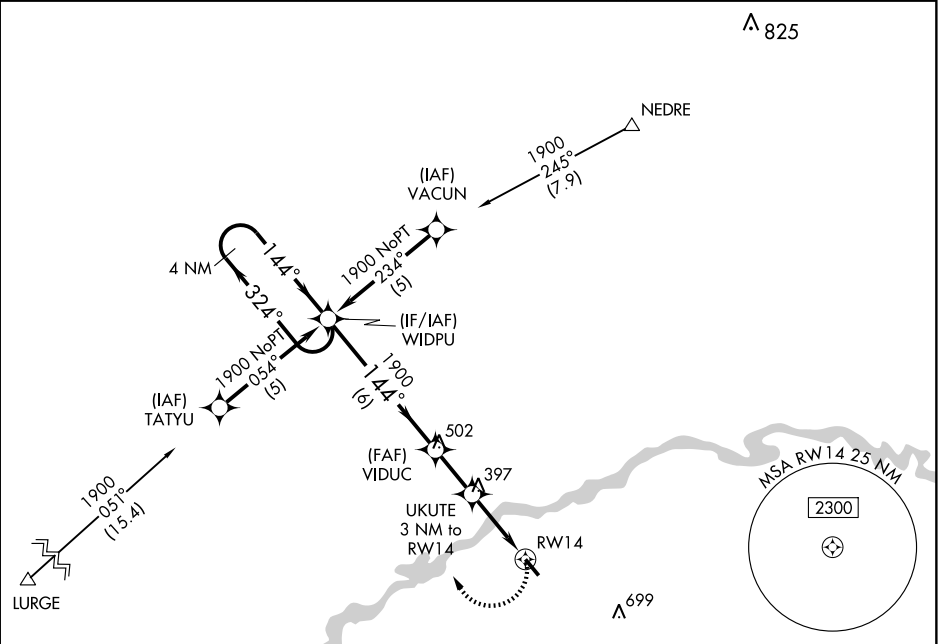
APP CRS	Rwy Idg	4508
144°	TDZE	255
	Apt Elev	255

# RNAV (GPS) RWY 14

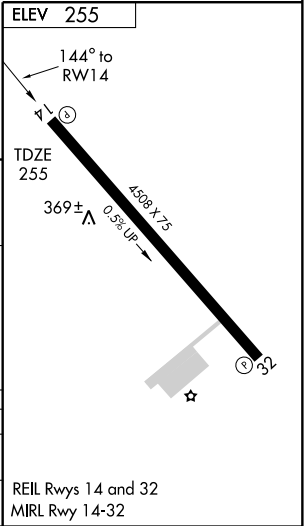
HAZLEHURST (AZE)

NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting.	MISSED APPROACH: Climbing right turn to 1900 direct WIDPU and hold.
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VIDALIA AWOS-3 119.925	JACKSONVILLE CENTER 132.3 290.4	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern				
VGSI and descent angles not coincident.				
	6 NM		2.1 NM	3 NM
CATEGORY	A	B	C	D
LNAV MDA	680-1 425 (500-1)		680-1¼ 425 (500-1¼)	
CIRCLING	740-1 485 (500-1)		740-1½ 485 (500-1½)	820-2 565 (600-2)



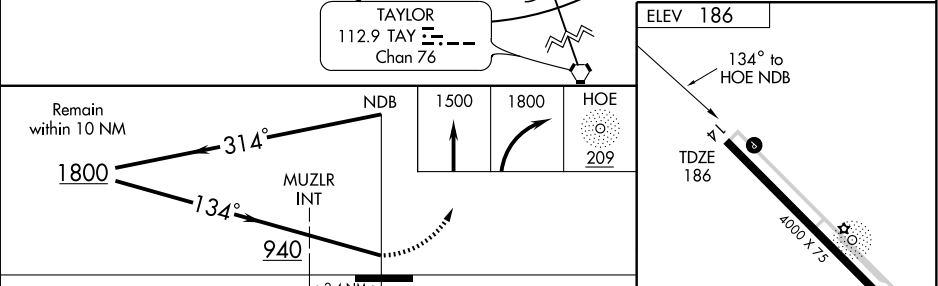
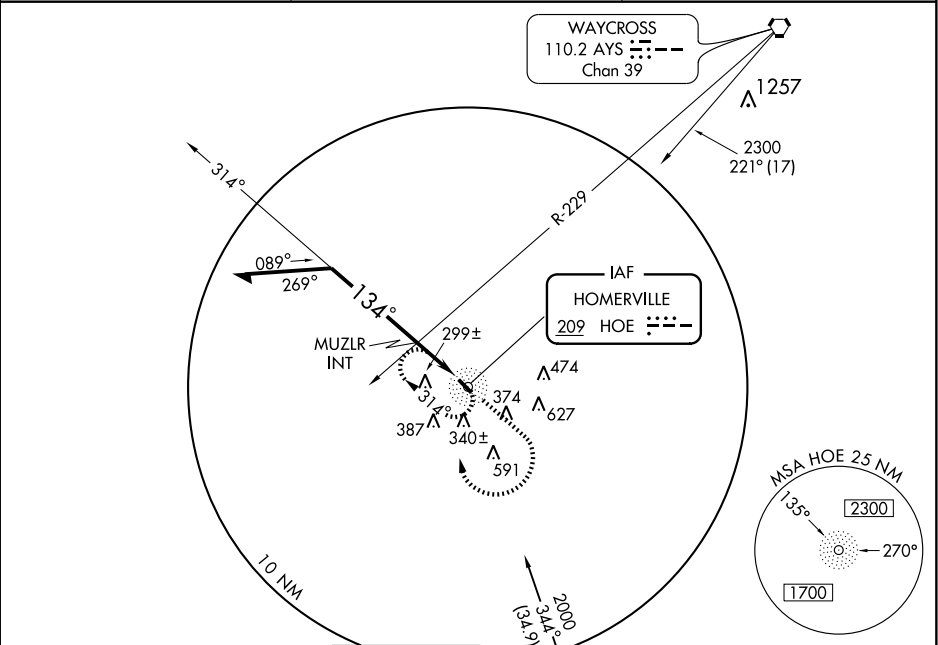


NDB HOE	APP CRS	Rwy Idg	4000
209	134°	TDZE	186
		Apt Elev	186

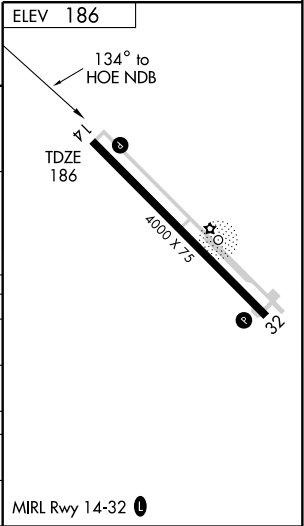
NDB or GPS RWY 14  
HOMERVILLE (HOE)

▲ NA	Use Valdosta altimeter setting.	MISSED APPROACH: Climb to 1500 then climbing right turn to 1800 direct HOE NDB and hold.
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AWOS-3 118.725	VALDOSTA APP CON★ 126.6 285.6	CTAF 122.9 0
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CATEGORY	A	B	C	D
S-14	940-1 754 (800-1)	940-1¼ 754 (800-1¼)	940-2¼ 754 (800-2¼)	940-2½ 754 (800-2½)
CIRCLING	940-1 754 (800-1)	940-1¼ 754 (800-1¼)	940-2¼ 754 (800-2¼)	940-2½ 754 (800-2½)
VOR MINIMUMS				
S-14	740-1 554 (600-1)	740-1½ 554 (600-1½)	740-1¾ 554 (600-1¾)	740-2 554 (600-2)
CIRCLING	800-1 614 (700-1)	800-1½ 614 (700-1½)	800-2 614 (700-2)	800-2½ 614 (700-2½)

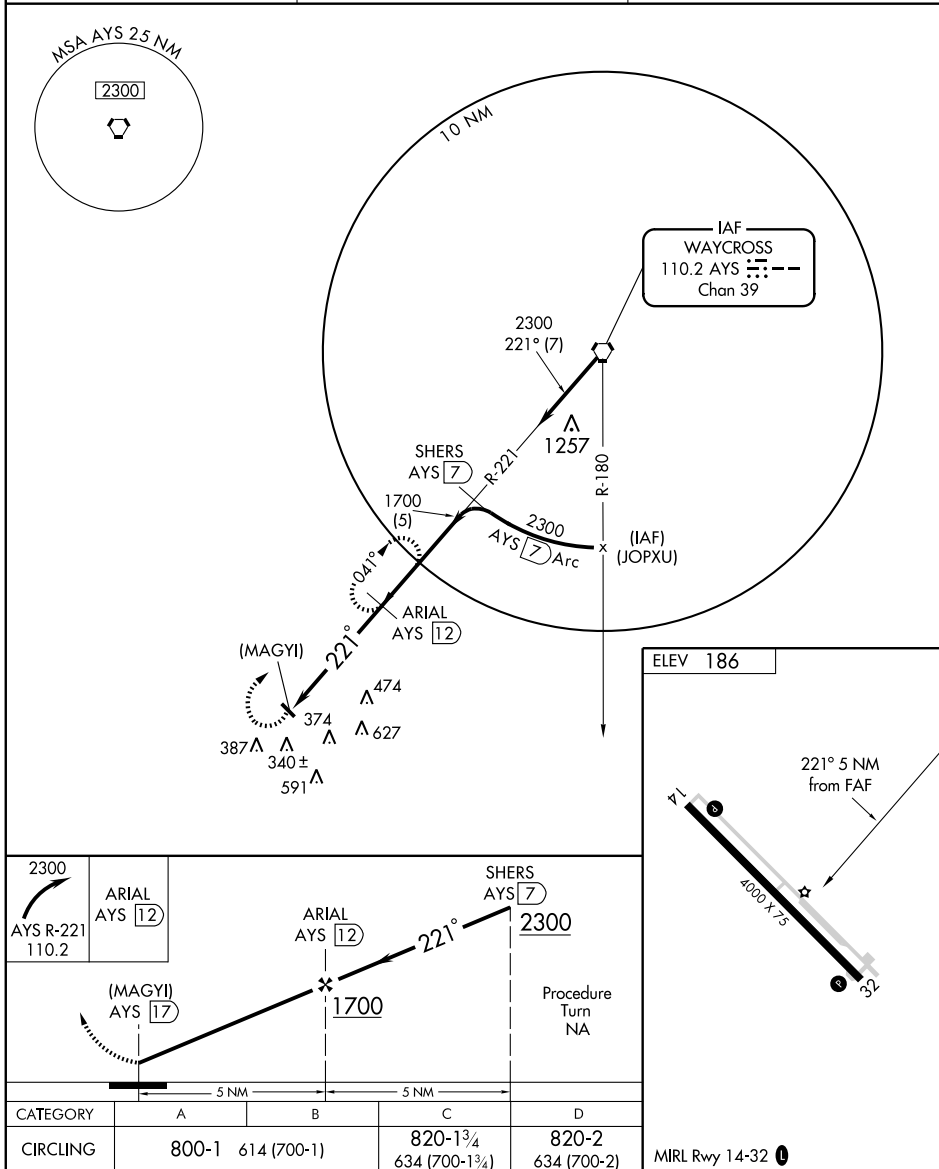


VORTAC AYS <b>110.2</b> Chan <b>39</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>186</b>
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# VOR/DME or GPS-A

## HOMERVILLE (HOE)

<b>NA</b> Use Valdosta altimeter setting.		<b>MISSED APPROACH:</b> Climbing right turn to 2300 via AYS R-221 to ARIAL 12 DME and hold.
<b>AWOS-3</b> <b>118.725</b>	<b>VALDOSTA APP CON*</b> <b>126.6 285.6</b>	<b>CTAF</b> <b>122.9 0</b>



▼

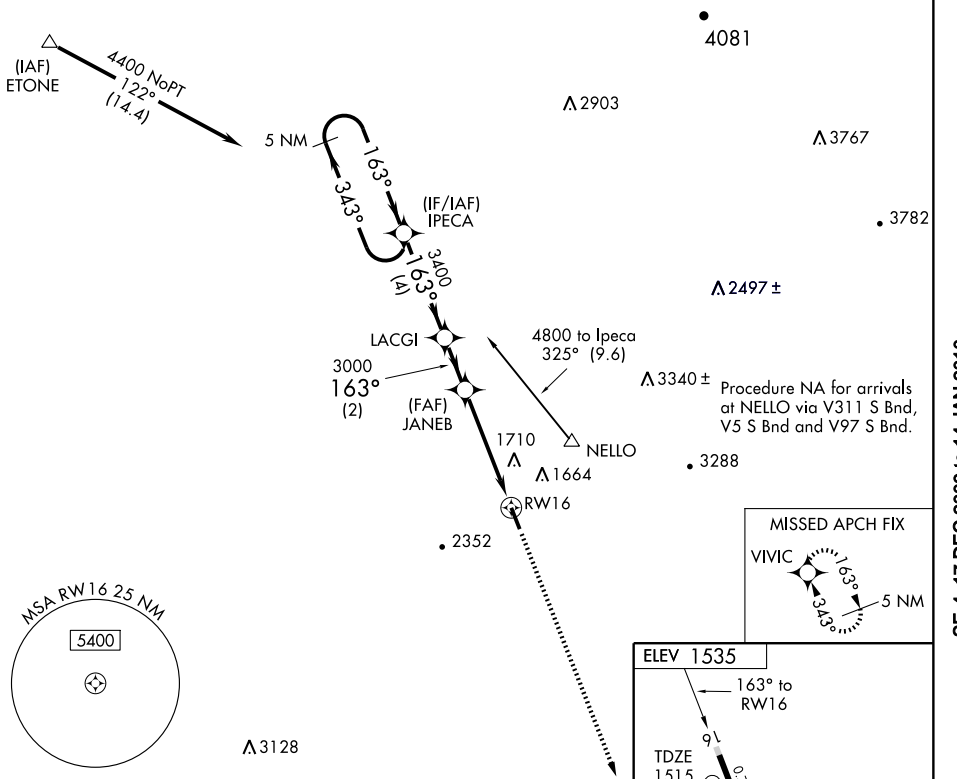
▲

NA

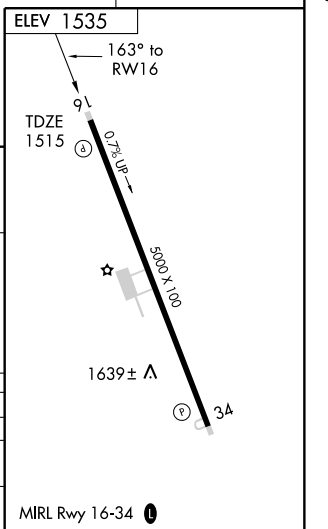
If local altimeter setting not received, use Cobb County-Mc Collum Field altimeter setting and increase all DAs/MDAs 140 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct VIVIC and hold.

AWOS-A <b>285</b>	ATLANTA CENTER <b>133.1 290.8</b>	GCO <b>121.725</b>	UNICOM <b>122.725</b> (CTAF) <b>0</b>
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5 NM Holding Pattern				IPECA				VGSI and RNAV glidepath not coincident.				4000 ↑		VIVIC ✦	
4400 ← 343° 163° →				LACGI				JANEB				RW16			
GS 3.00° TCH 40				3400				3000							
				4 NM				2 NM				4.5 NM			
CATEGORY	A		B		C		D								
LPV DA	1929-1½		414 (400-1½)				NA								
LNAV MDA	1960-1		445 (500-1)		1960-1¼ 445 (500-1¼)		NA								
CIRCLING	1960-1		2160-1		2360-2½		NA								
	425 (500-1)		625 (700-1)		825 (900-2½)										



SE-4, 17 DEC 2009 to 14 JAN 2010

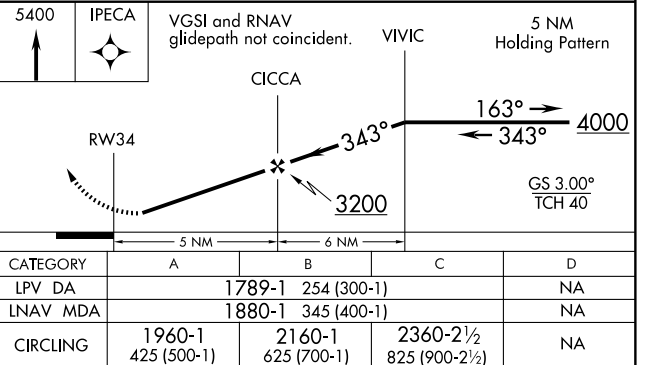
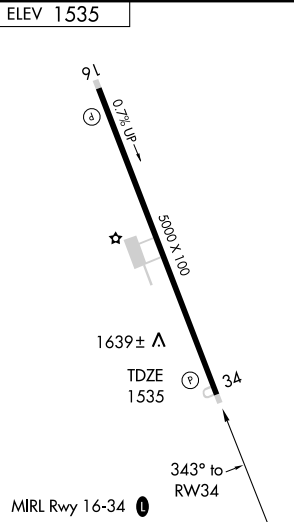
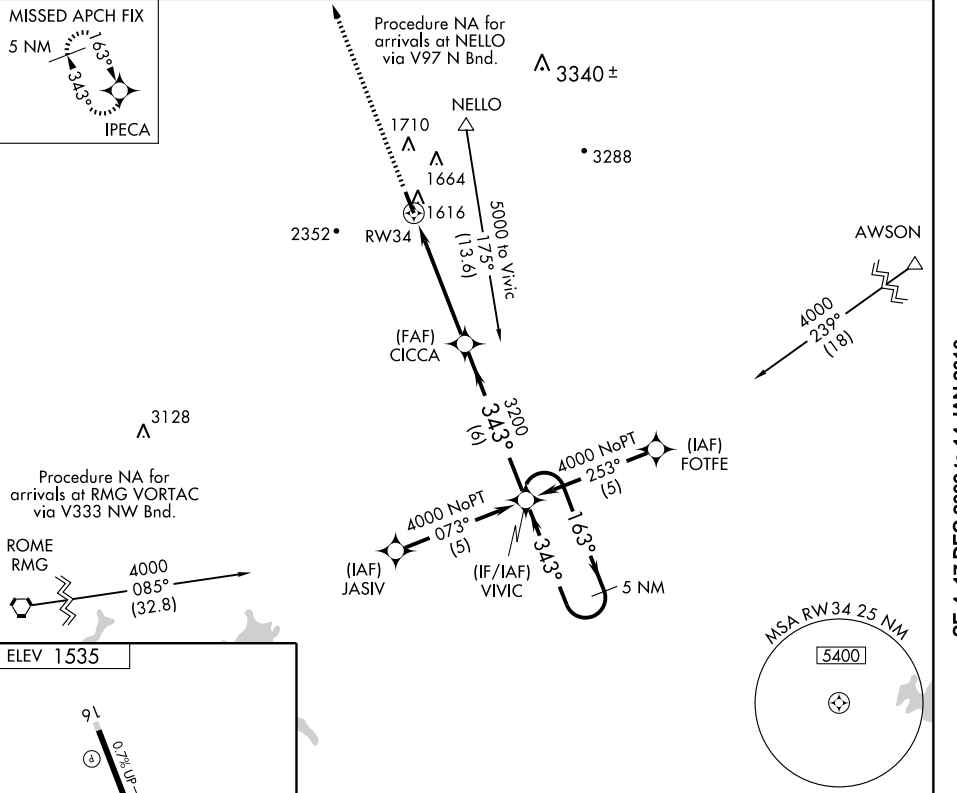
▼

▲ NA

If local altimeter setting not received, use Cobb County-McCollum Field altimeter setting and increase all LPV DAs to 1922/MDAs 140 feet.  
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 direct IPECA and hold, continue climb-in-hold to 5400.

AWOS-A 285	ATLANTA CENTER 133.1 290.8	GCO 121.725	UNICOM 122.725 (CTAF) <b>0</b>
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SE-4, 17 DEC 2009 to 14 JAN 2010

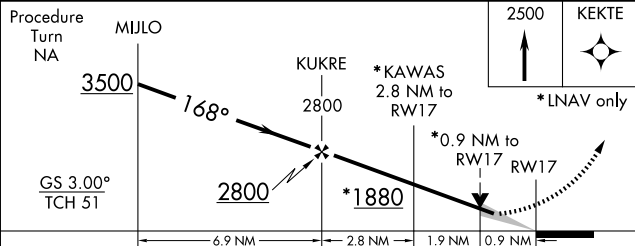
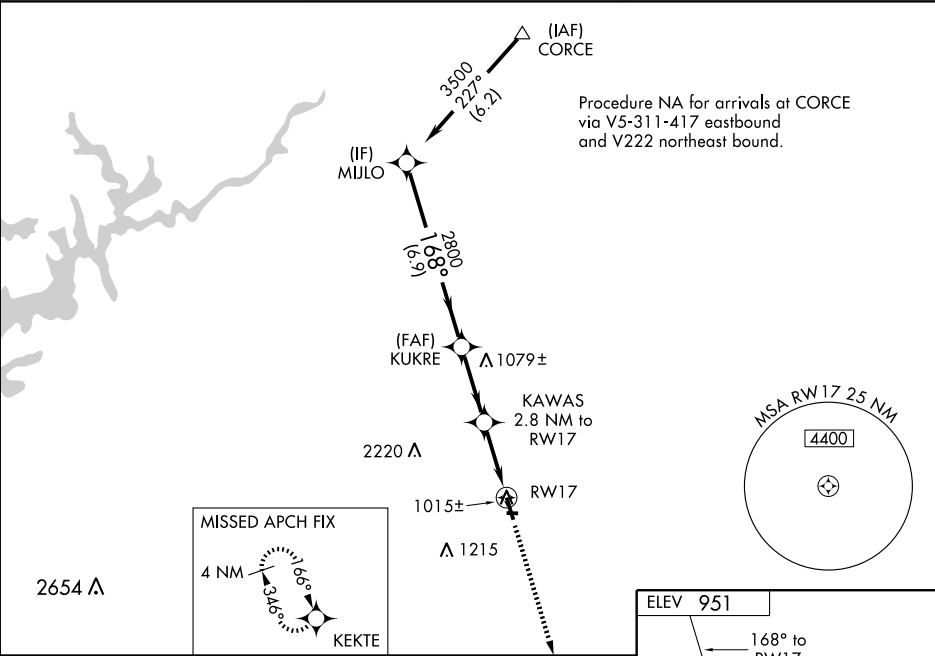
WAAS CH <b>78404</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy Idg <b>5009</b> TDZE <b>943</b> Apt Elev <b>951</b>
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RNAV (GPS) RWY 17  
JEFFERSON/ JACKSON COUNTY (19A)

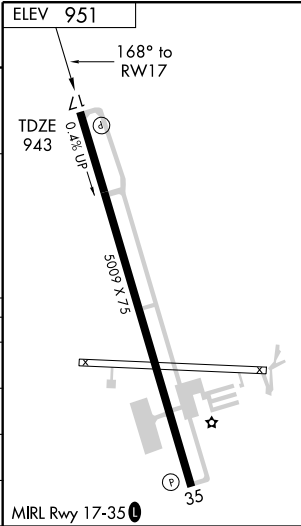
Baro-VNAV NA when using Athens/Ben Epps altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Athens/Ben Epps altimeter setting. When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct KEKTE and hold.

ASOS <b>118.125</b>	ATLANTA APP CON ★ <b>127.5 316.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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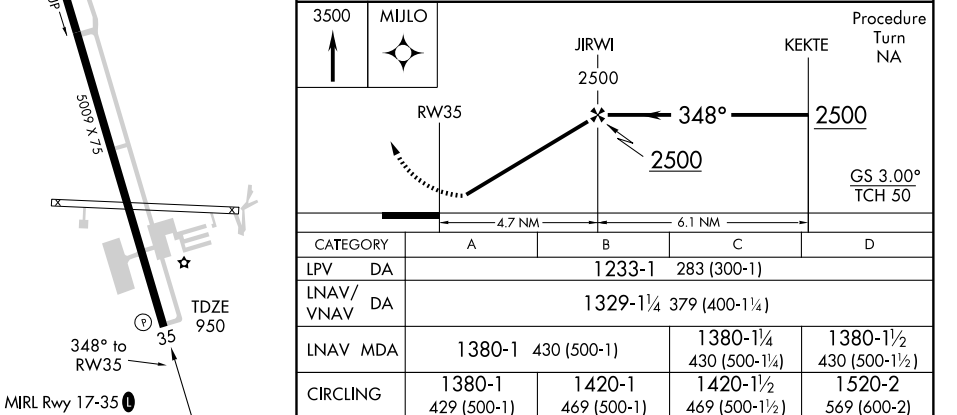
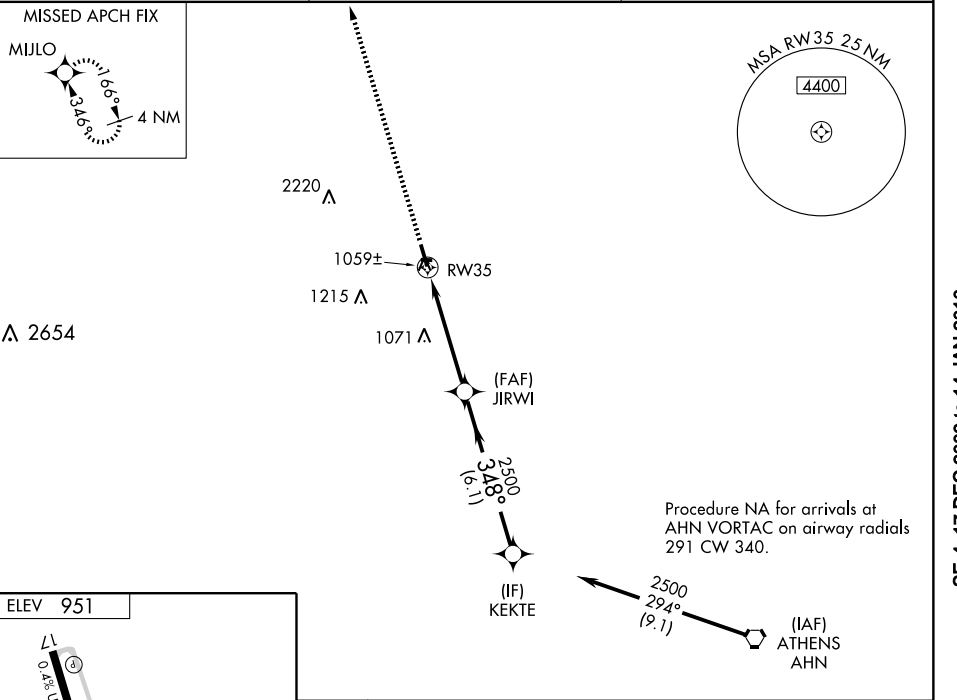
CATEGORY	A	B	C	D
LPV DA		1193-1	250 (300-1)	
LNAV/DA		1228-1	285 (300-1)	
LNAV MDA		1280-1	337 (400-1)	
CIRCLING	1360-1 409 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)



**⚠** Baro-VNAV NA when using Athens/Ben Epps altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct MIJLO and hold.

ASOS 118.125	ATLANTA APP CON ★ 127.5 316.05	UNICOM 122.8 (CTAF) 0
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SE-4, 17 DEC 2009 to 14 JAN 2010

▼

Visibility reduction by helicopters NA.

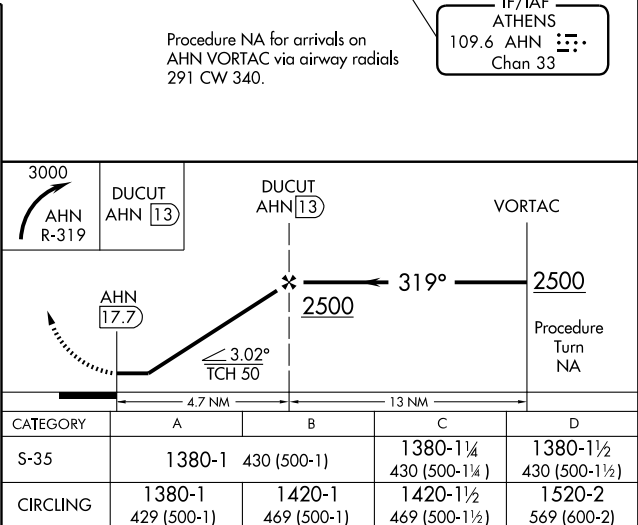
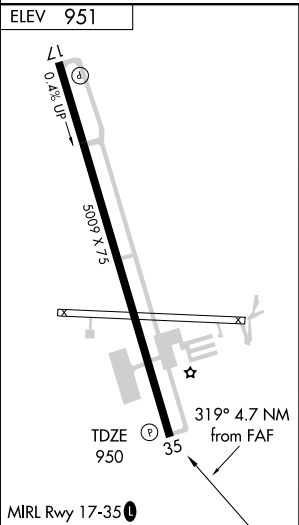
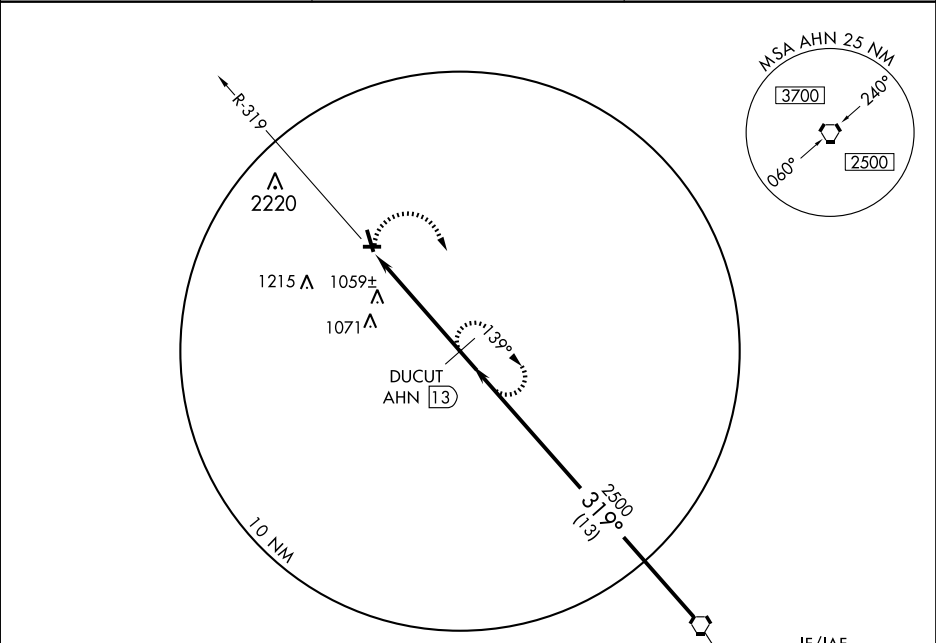
▲

When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all MDA 80 feet and S-35 Cat C visibility ¼ mile.

MISSED APPROACH:

Climbing right turn to 3000 via AHN VORTAC R-319 to DUCUT/AHN 13 DME and hold.

ASOS 118.125	ATLANTA APP CON ★ 127.5 316.05	UNICOM 122.8 (CTAF) 0
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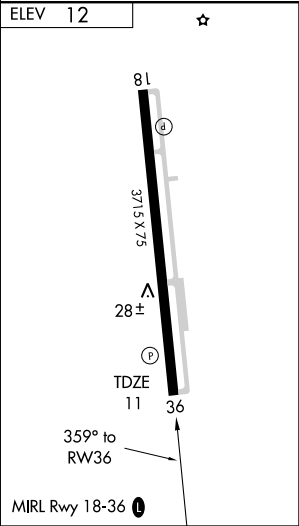
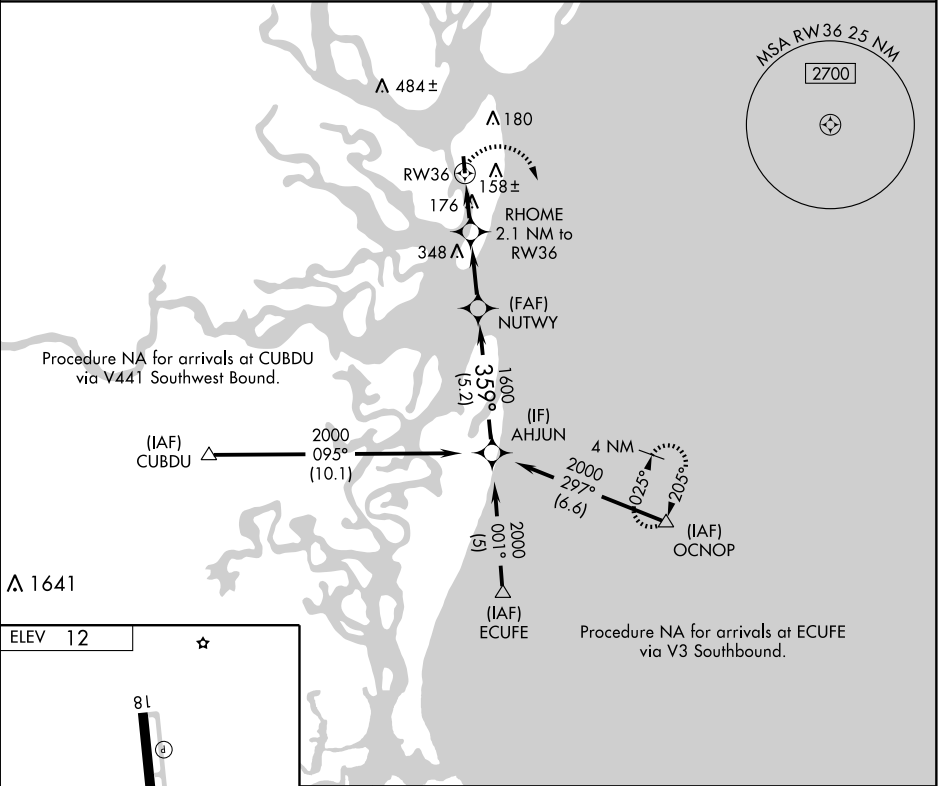
APP CRS	Rwy Idg	3715
359°	TDZE	11
	Apt Elev	12

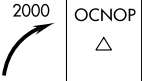
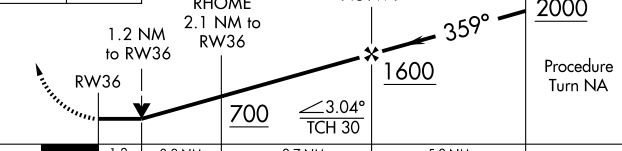
RNAV (GPS) RWY 36

JEKYLL ISLAND (09J)

<div><div>▼</div><div>▲ NA</div></div> <div>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase all MDA 100 feet. VDP NA when using Jacksonville Intl altimeter setting.</div>	MISSED APPROACH: Climbing right turn to 2000 direct OCNOP and hold. When authorized by ATC, climb-in-hold to 4000.
--	--

JACKSONVILLE CENTER 126.75 277.4	UNICOM 123.0 (CTAF) 0
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	VGSI and descent angles not coincident.				
					
CATEGORY	A		B	C	D
LNAV MDA	440-1 429 (500-1)		NA		
CIRCLING	480-1 468 (500-1)		NA		

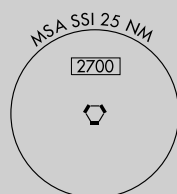


VOR-A  
JEKYLL ISLAND (09J)

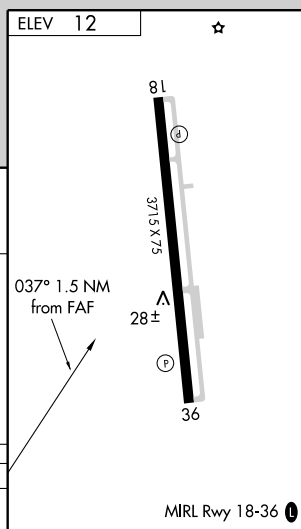
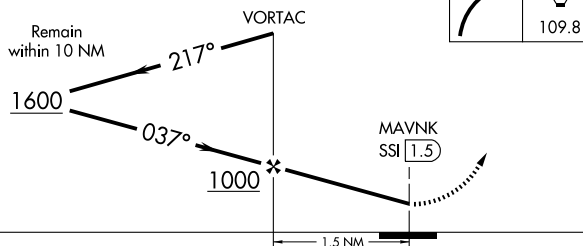
Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase MDA 100 feet.

**MISSED APPROACH:** Climbing right turn to 2000 direct SSI VORTAC and hold, continue climb-in-hold to 2000.

UNICOM  
123.0 (CTAF) **L**



△ 1641



SE-4, 17 DEC 2009 to 14 JAN 2010

CATEGORY	A	B	C	D
CIRCLING	480-1	468 (500-1)	NA	

MIRL Rwy 18-36 **L**

NDB JES	APP CRS	Rwy Idg	5500
340	108°	TDZE	107
		Apt Elev	107

NDB RWY 11

JESUP-WAYNE COUNTY (JES)

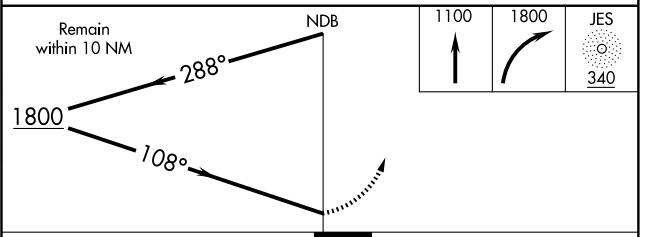
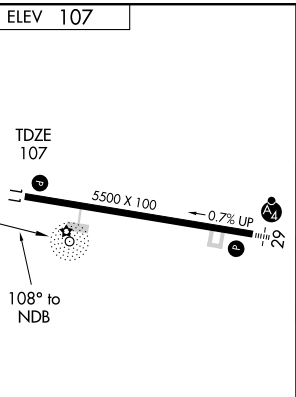
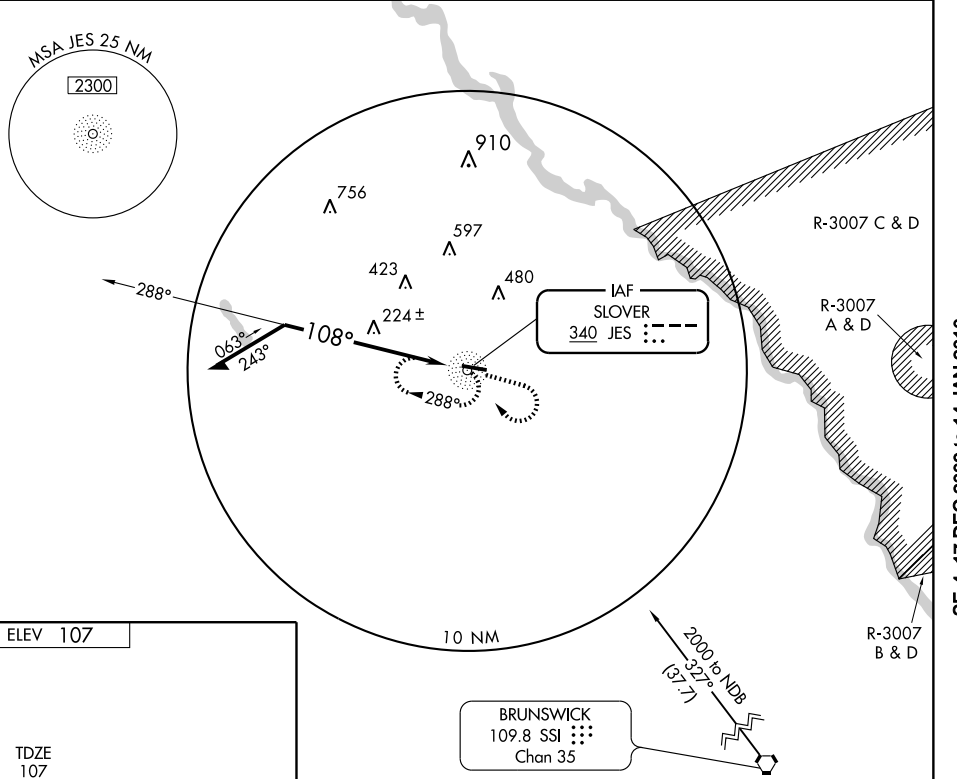
▼

▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-11 Cat C and D and Circling Cat D visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

AWOS-A 340.0	JACKSONVILLE CENTER 126.75 277.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-11	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	580-1	473 (500-1)	580-1½ 473 (500-1½)	780-2¼ 673 (700-2¼)

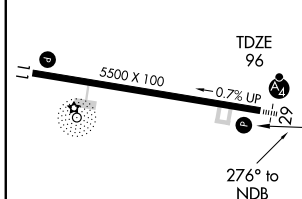
09295

NDB RWY 29

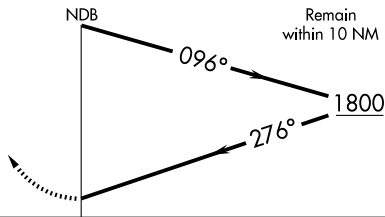
JESUP-WAYNE COUNTY (JES)

MALSF

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

UNICOM  
122.8 (CTAF) **L**

1100 ↑	1800 ↖	JES ○ 340	NDB ↘ 096° Remain within 10 NM
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CATEGORY	A	B	C	D
S-29	540- <sup>3</sup> / <sub>4</sub> 444 (500- <sup>3</sup> / <sub>4</sub> )		540-1 <sup>1</sup> / <sub>4</sub> 444 (500-1 <sup>1</sup> / <sub>4</sub> )	540-1 <sup>1</sup> / <sub>2</sub> 444 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	540-1 433 (500-1)	560-1 453 (500-1)	560-1 <sup>1</sup> / <sub>2</sub> 453 (500-1 <sup>1</sup> / <sub>2</sub> )	780-2 <sup>1</sup> / <sub>4</sub> 673 (700-2 <sup>1</sup> / <sub>4</sub> )

MIRL Rwy 11-29 **L**

SE-4, 17 DEC 2009 to 14 JAN 2010

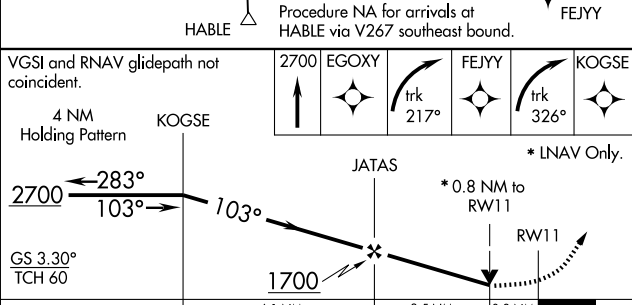
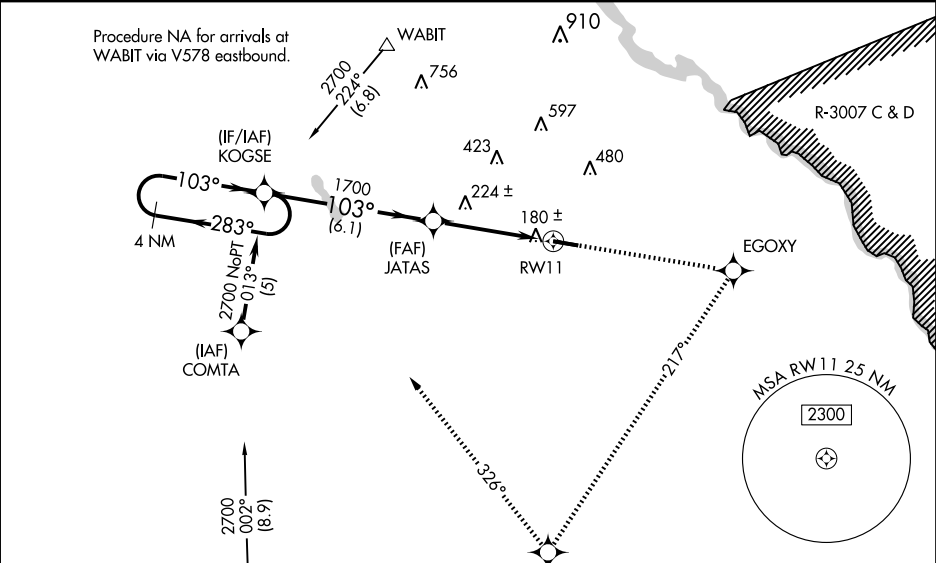
WAAS CH <b>77815</b> <b>W11A</b>	APP CRS <b>103°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>107</b> <b>107</b>
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**RNAV (GPS) RWY 11**  
JESUP-WAYNE COUNTY (JES)

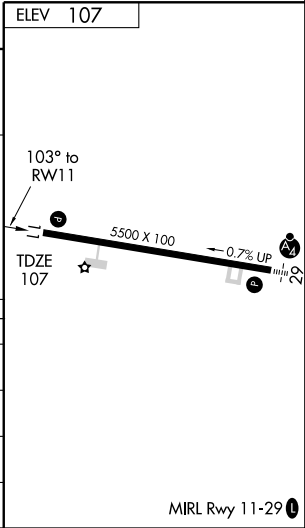
**NA** Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 583, LNAV/VNAV DA to 594, and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ½ mile and LNAV/VNAV Cats visibility ¼ mile. VDP NA when using Savannah/Hilton Head Intl altimeter setting.

**MISSED APPROACH:** Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

AWOS-A <b>340.0</b>	JACKSONVILLE CENTER <b>126.75 277.4</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	462-1	355 (400-1)		NA
LNAV/VNAV DA	473-1¼	366 (400-1¼)		NA
LNAV MDA	480-1	373 (400-1)		NA
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	NA



Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.  
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 485, LNAV/VNAV DA to 542, and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 2700 direct KOGSE and hold.

AWOS-A 340.0	JACKSONVILLE CENTER 126.75 277.4	UNICOM 122.8 (CTAF) 1
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ELEV 107
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2700	KOGSE	VGSI and RNAV glidepath not coincident.	HESUB	4 NM Holding Pattern
JEMUX				
RW29				
1700				
4.9 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	364-1		268 (300-1)	
LNAV/VNAV DA	421-1¼		325 (400-1¼)	
LNAV MDA	440-1 344 (400-1)			440-1¼ 344 (400-1¼)
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

MIRL Rwy 11-29 1

SE-4, 17 DEC 2009 to 14 JAN 2010

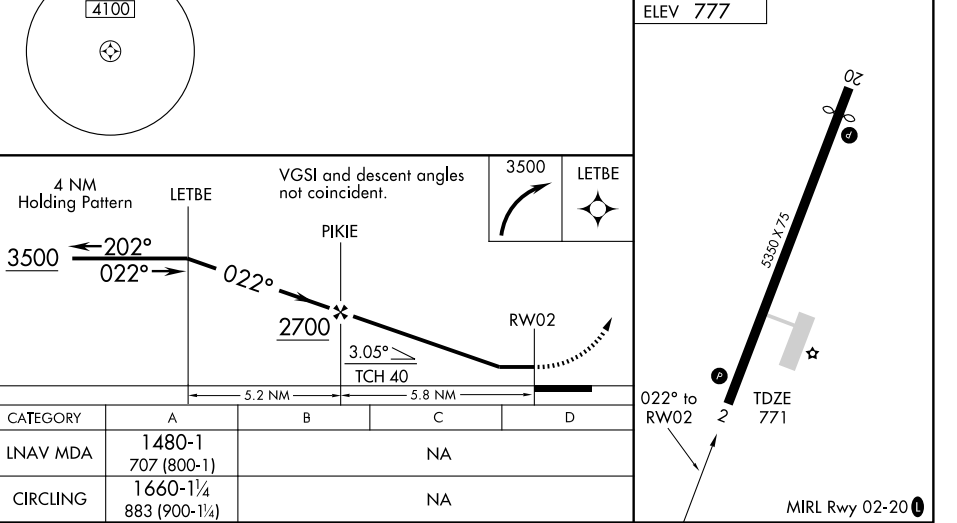
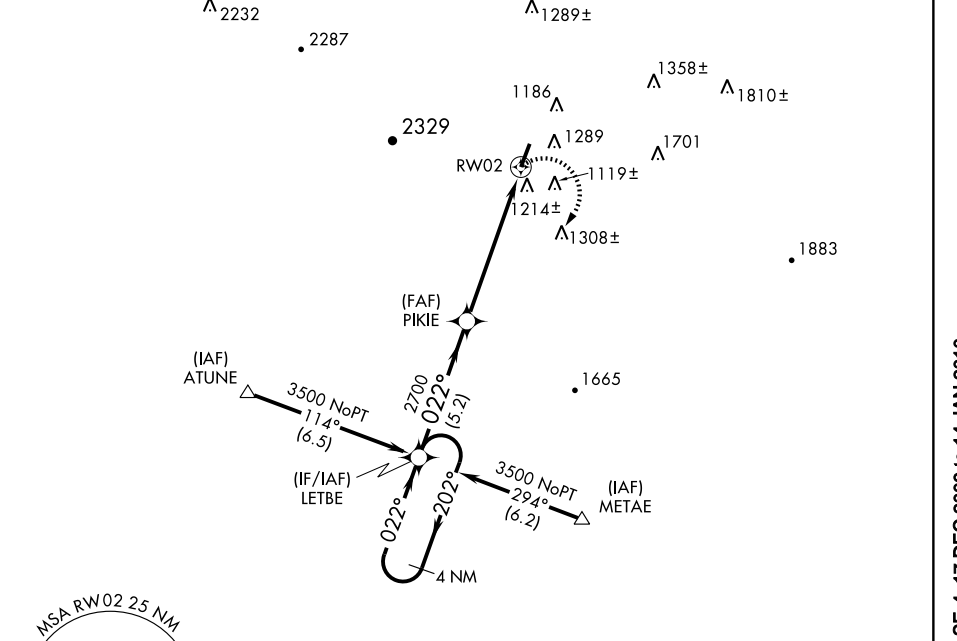
APP CRS	Rwy Idg	5350
022°	TDZE	773
	Apt Elev	777

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN. Lovell Field altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 3500 direct LETBE and hold.

ASOS 119.775	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 122.8 (CTAF) 0
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SE-4, 17 DEC 2009 to 14 JAN 2010

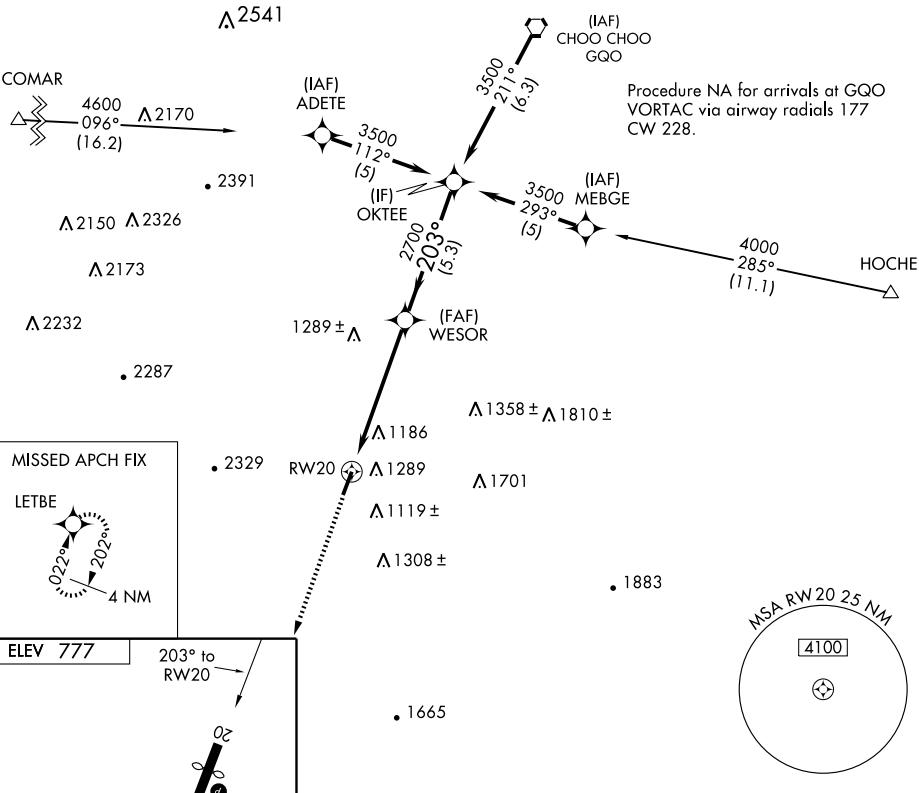
▽

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN, Lovell Field altimeter setting and increase all MDA 80 feet, and LNAV visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct LETBE and hold.

ASOS 119.775	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 122.8 (CTAF) 0
-----------------	--------------------------------------	--------------------------



MIRM Rwy 2-20 L

3500

↑

LETBE

✳

VGSI and descent angles not coincident.

WESOR

✳

2700

OKTEE

3500

203°

≤ 3.05°

TCH 40

RW20

5.8 NM

5.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1600-1 823 (900-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		

Procedure Turn NA

▼

▲ NA

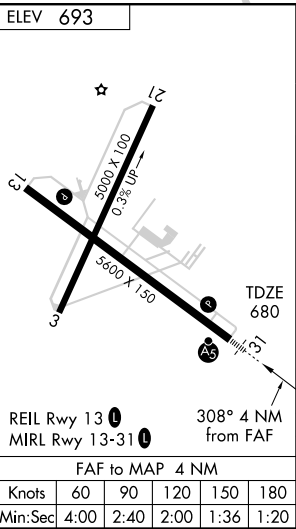
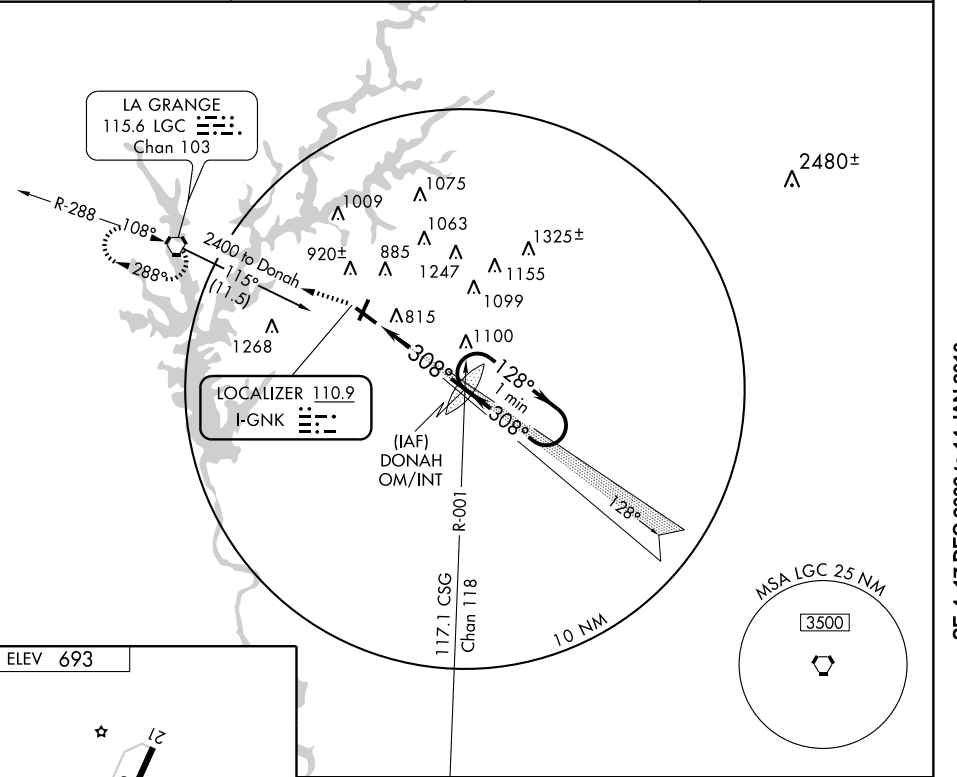
If local altimeter not received use Columbus altimeter setting and increase all DH/MDAs 140 feet.

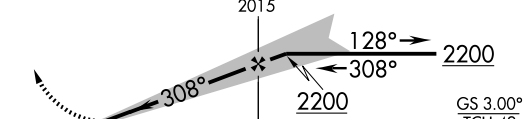
MALSR

AS

MISSED APPROACH: Climb to 2400 direct LGC VORTAC and hold.

AWOS-3 126.325	ATLANTA APP CON★ 125.5 323.1	CLNC DEL 119.25	UNICOM 122.975 (CTAF) 0
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2400	LGC	DONAH OM/INT		One Minute Holding Pattern	
↑	115.6	2015			
					
CATEGORY	A	B	C	D	
S-ILS 31	880-1/2 200 (200-1/2)				
S-LOC 31	1180-1/2 500 (500-1/2)		1180-1 500 (500-1)		
CIRCLING	1220-1 527 (600-1)		1240-1/2 547 (600-1/2)		1300-2 607 (700-2)



▼

NA

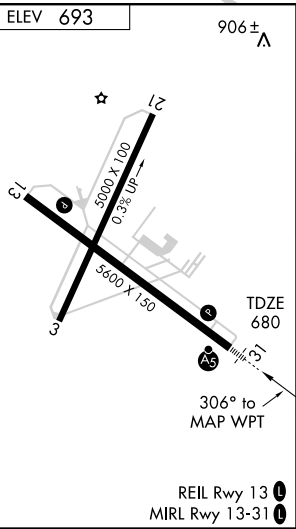
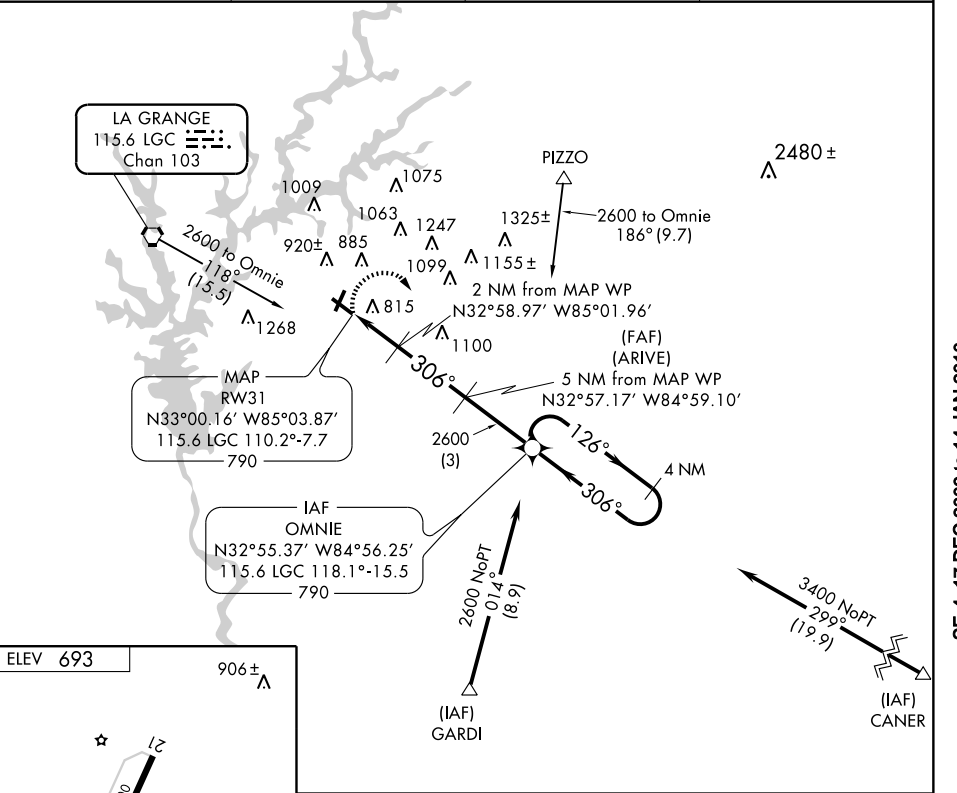
If local altimeter not received, use Columbus altimeter setting and increase all MDAs 140 feet.



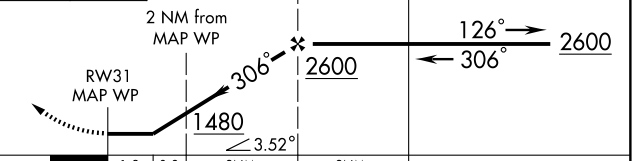
MALS

AS

MISSED APPROACH: Climbing right turn to 2600 direct OMNIE WP and hold.

AWOS-3 126.325	ATLANTA APP CON★ 125.5 323.1	CLNC DEL 119.25	UNICOM 122.975 (CTAF) 0
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		(ARIVE) 5 NM from MAP WP	OMNIE WP	4 NM Holding Pattern
				
CATEGORY	A	B	C	D
S-31	1160-1	480 (500-1)	1160-1¼ 480 (500-1¼)	1160-1½ 480 (500-1½)
CIRCLING	1220-1	527 (600-1)	1240-1½ 547 (600-1½)	1300-2 607 (700-2)

VORTAC LGC <b>115.6</b> Chan <b>103</b>	APP CRS <b>108°</b>	Rwy Idg <b>5600</b> TDZE <b>680</b> Apt Elev <b>693</b>
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VOR or GPS RWY 13  
LAGRANGE-CALLAWAY (LGC)

**T** If local altimeter not received, use Columbus  
**A** <sub>NA</sub> altimeter setting and increase all MDAs 140 feet.

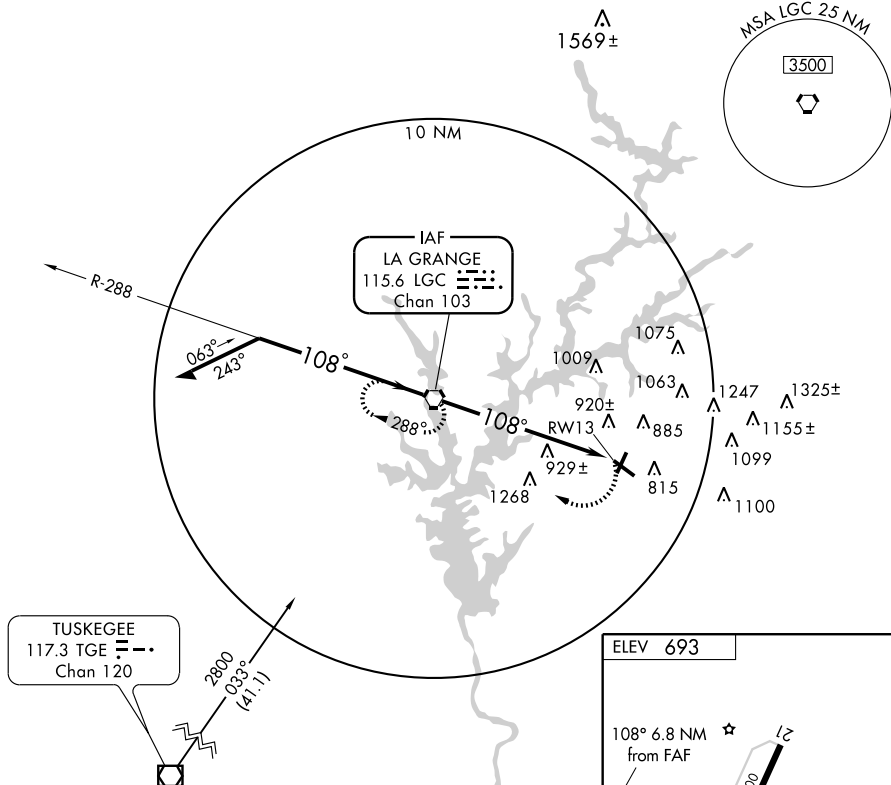
**MISSED APPROACH:** Climbing right turn to 2400 direct LGC VORTAC and hold.

AWOS-3  
126.325

ATLANTA APP CON ★  
125.5 323.1

CLNC DEL  
**119.25**

UNICOM  
122.975 (CTAF) **L**



Remain  
within 10 NM

VORTAC

2400

2400

2400

IGC

RW13

6.8 NM

CATEGORY

A

B

C

D

S-1

1220-1 540 (600-1)

C  
1220-1½

$$\frac{D}{1220-1\frac{3}{4}}$$

## CIRCLING

1220-1 527 (600-1)

1240-172  
547400-114

1300-Z  
(07/700.0)

ELEV 693

108° 6.8 NM  
from FAF

REIL Rwy 13 

MIRL Rwy 13-31 (L)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

# AIRPORT DIAGRAM

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)  
AL-5385 (FAA) LAWRENCEVILLE, GEORGIA

ATIS 132.275  
GWINNETT TOWER ★  
124.1  
GND CON  
121.8  
CLNC DEL  
121.8  
ATLANTA CLNC DEL  
134.0 (when tower closed)

VAR 14° 45' W  
JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

LANDMARK  
AVIATION  
FBO

COUNTY  
HANGAR

33° 59' N

ELEV  
1031

FIELD  
ELEV  
1061

(H)

★  
AIRCRAFT SPECIALISTS  
JET CENTER  
FBO

CONTROL  
TOWER

NOTE: When Tower is Closed  
Taxiways D & F one-way SOUTHBOUND.  
Taxiways E & G one-way NORTHBOUND.

RWY 7-25  
S40, D60

33° 58' N


CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 17 DEC 2009 to 14 JAN 2010


1330  
▲


83° 58' W


83° 57' W

VOLUNTEER  
116.4 VXX   
Chan 111  
N35°54.29' - W83°53.68'  
L-25, H-9-12

SNOWBIRD  
108.8 SOT   
Chan 25  
N35°47.41'  
W83°03.14'  
L-25, H-9-12

SUGARLOAF  
MOUNTAIN  
112.2 SUG   
Chan 59  
N35°24.39'  
W82°16.12'  
I-25

HARRIS  
109.8 HRS   
Chan 35

FOOTHILLS  
113.4 ODF   
Chan 81  
N34°41.75' - W83°17.86'  
I-25, H-9-12

AWSON  
N34°28.82'  
W83°59.06'

DLUTH  
N34°05.26'  
W84°11.61'

ELECTRIC CITY  
108.6 ELW ::  
Chan 23

CARTERSVILLE

COBB COUNTY-  
McCOLLUM FIELD

PAULDING CO  
RGNL  
DC

DOBBINS ARB ©

FULTON COUNTY   
AIRPORT-  
BROWN FIELD

WEST GEORGIA RGNL-  
O.V. GRAY FIELD

PEACHTREE CITY-  
FALCON FIELD  


NEWMAN-  
COWETA  
COUNTY

CLAYTON COUNTY-  
TARA FIELD

 GRIFFIN-SPALDING COUNTY

ATLANTA  
116.9 ATL   
Chan 116

COVINGTON MUNI

NOTE: DME Required.  
NOTE: RADAR required SOT transition.  
NOTE: This procedure applicable to  
turbojet and turboprop aircraft.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-4. 17 DEC 2009 to 14 JAN 2010

## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

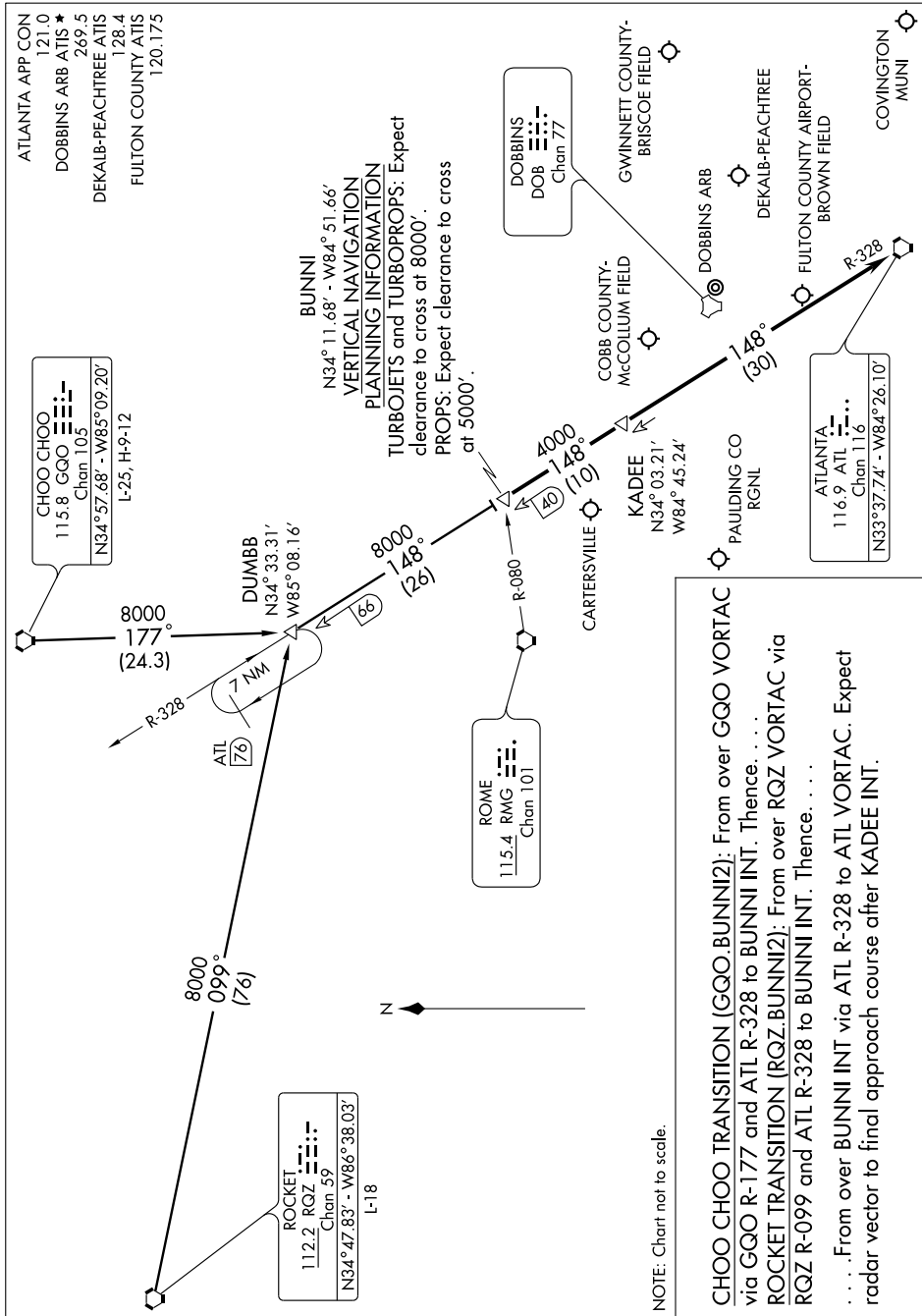
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . . From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.



▼

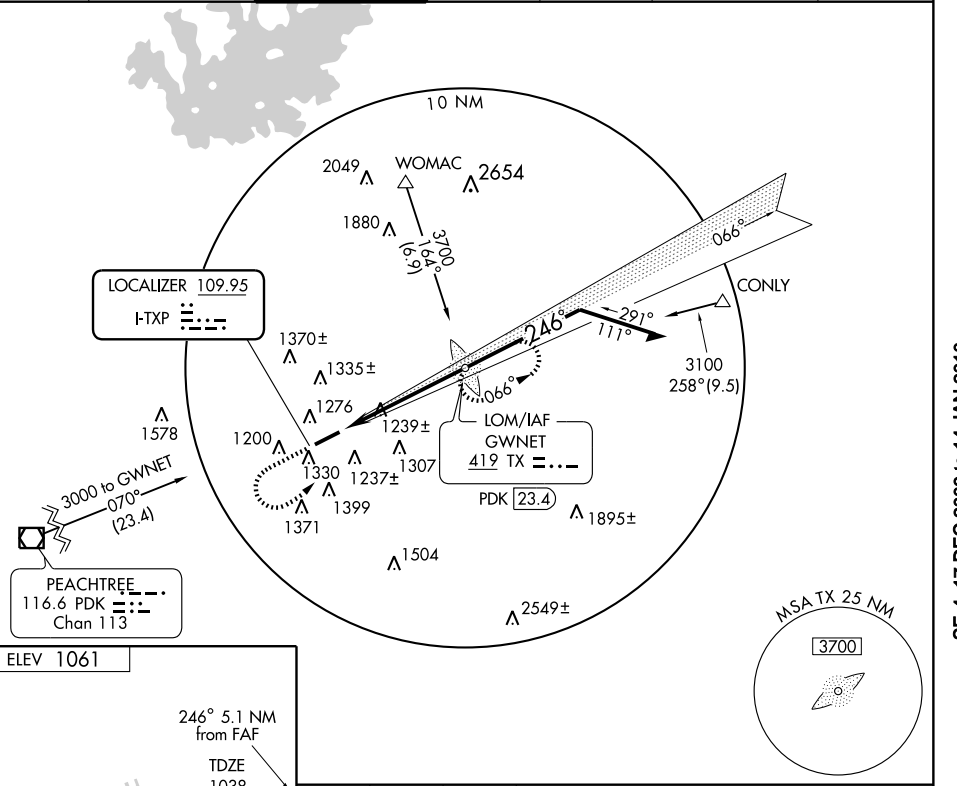
▲NA

If local altimeter setting not received, use Atlanta alimeter setting and increase all DH/MDAs 200 feet.  
ADF REQUIRED. DME from PDK VOR/DME.

MALSR  
A5

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct to GWNET LOM and hold.

ATIS 132.275	ATLANTA APP CON 126.975 239.275	GWINNETT TOWER ★ 124.1 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	ATLANTA CLNC DEL 134.0 (When tower closed)	UNICOM 123.05
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ELEV 1061

1251

6000 X 100

0.5% UP

246° 5.1 NM from FAF

TDZE 1038

1251

HIRL Rwy 7-25

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1800

3000

GWNET

LOM PDK 23.4

2717

066°

246°

3000

2800

5.1 NM

Remain within 10 NM

GS 3.00°

TCH 48

CATEGORY	A	B	C	D
S-ILS 25	1238-1/2 200 (200-1/2)			
S-LOC 25	1500-1/2 462 (500-1/2)		1500-3/4 462 (500-3/4)	1500-1 462 (500-1)
CIRCLING	1640-1 579 (600-1)		1640-1 1/2 579 (600-1 1/2)	1700-2 639 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

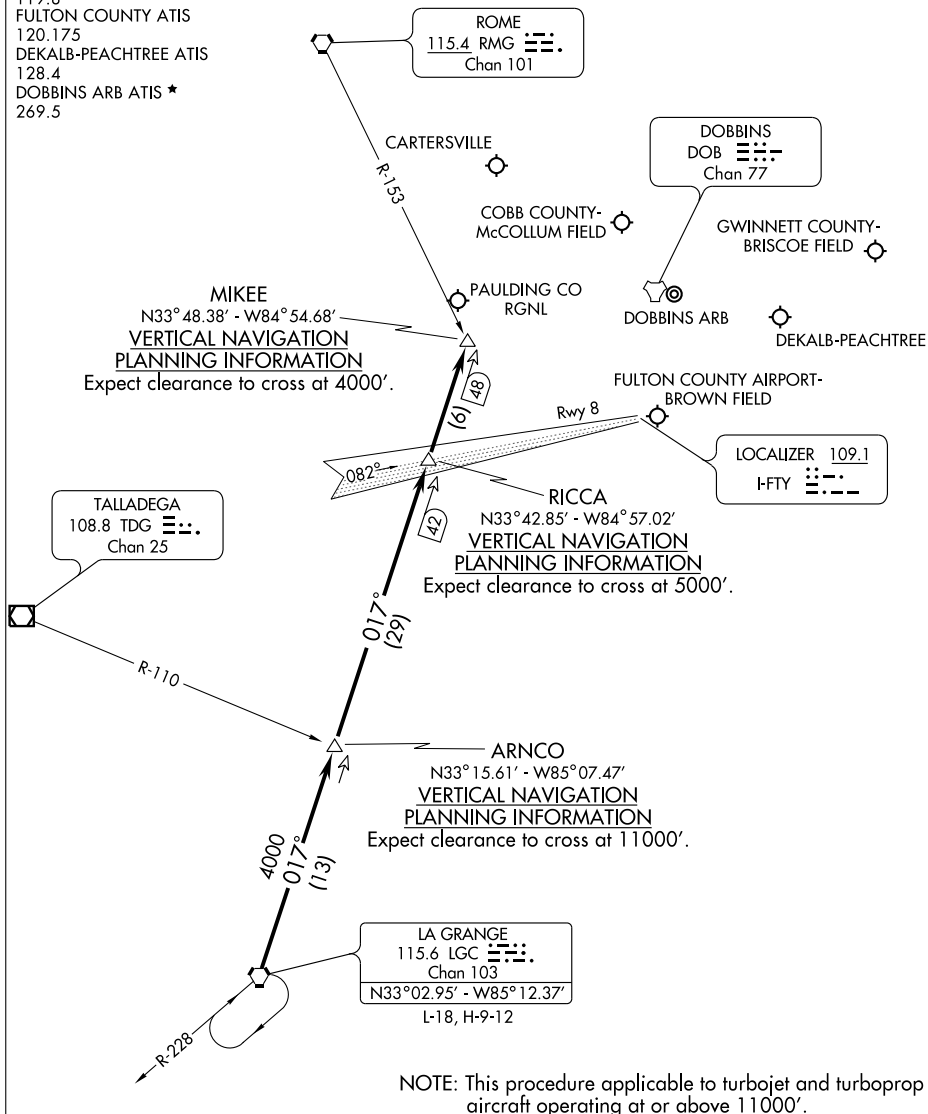
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.



LOM TX	APP CRS	Rwy Idg	<b>6000</b>
<b><u>419</u></b>	<b>245°</b>	TDZE	<b>1038</b>
		Apt Elev	<b>1061</b>

NDB or GPS RWY 25

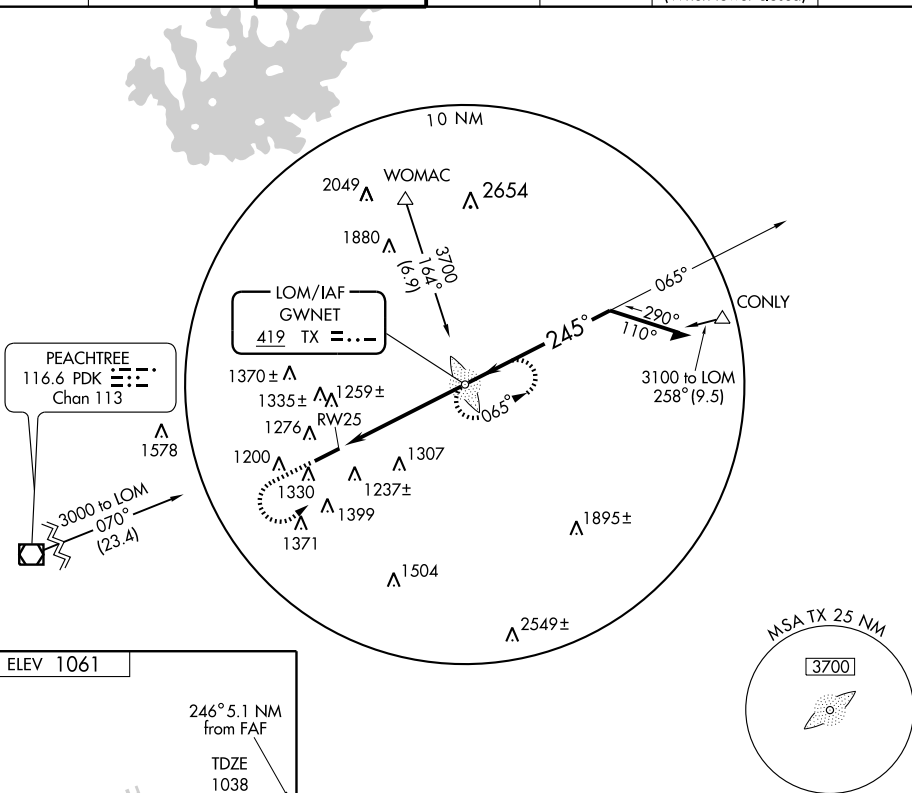
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

**T** If local altimeter setting not received, use Atlanta  
**A** altimeter setting and increase all MDAs 200 feet.

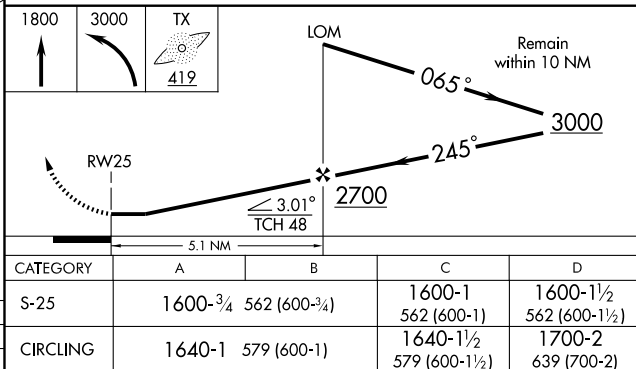
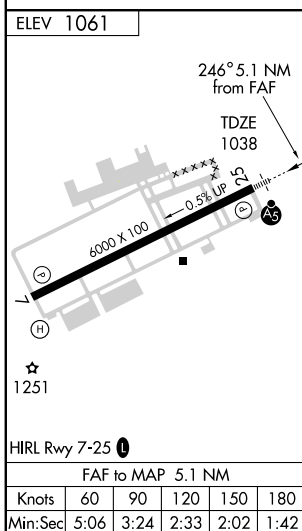


**MISSED APPROACH:** Climb to 1800, then climbing left turn to 3000 direct TX LOM and hold.

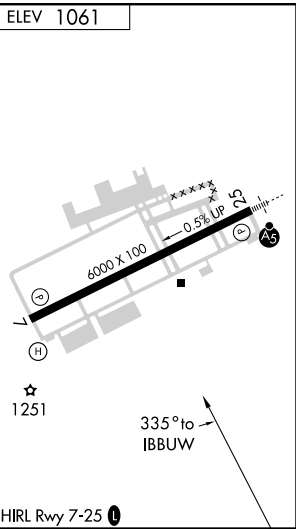
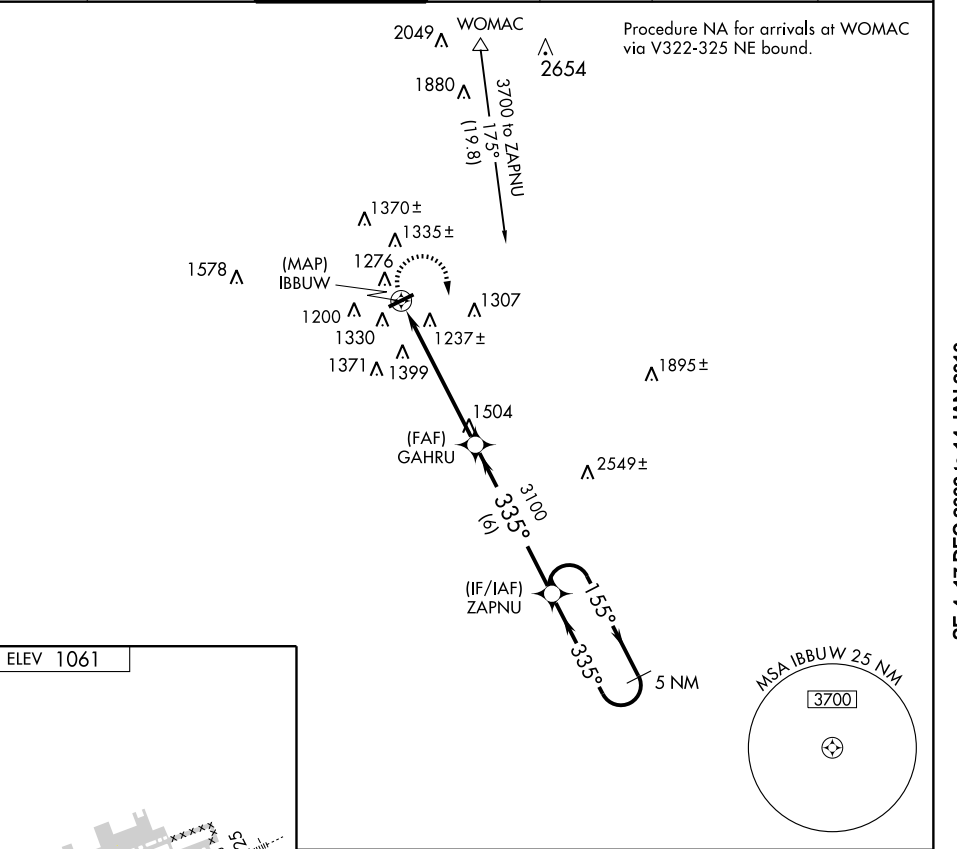
ATIS <b>132.275</b>	ATLANTA APP CON <b>126.975 239.275</b>	GWINNETT TOWER ★ <b>124.1 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	ATLANTA CLNC DEL <b>134.0</b> <i>(When tower closed)</i>	UNICOM <b>123.05</b>
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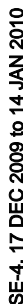
SE-4, 17 DEC 2009 to 14 JAN 2010



<div><div><div>▼</div><div>NA</div></div></div> <div>DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.</div>				MISSED APPROACH: Climbing right turn to 3600 direct ZAPNU and hold.		
ATIS 132.275	ATLANTA APP CON 126.975 239.275	GWINNETT TOWER ★ 124.1 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	ATLANTA CLNC DEL 134.0 (When tower closed)	UNICOM 123.05



<div><div><div>3600</div><div>ZAPNU</div></div></div>		<div><div><div>GAHRU</div><div>ZAPNU</div></div></div>		<div><div><div>5 NM Holding Pattern</div></div></div>	
<div><div><div>IBBUW</div><div>3100</div></div></div>		<div><div><div>335°</div><div>3600</div></div></div>		<div><div><div>155°</div><div>335°</div></div></div>	
<div><div><div>5.8 NM</div><div>6 NM</div></div></div>		<div><div><div>C</div><div>D</div></div></div>		<div><div><div>1640-1 579 (600-1)</div><div>1640-1½ 579 (600-1½)</div></div></div>	
<div><div><div>CATEGORY</div><div>CIRCLING</div></div></div>		<div><div><div>A</div><div>B</div></div></div>		<div><div><div>C</div><div>D</div></div></div>	
<div><div><div>1640-1 579 (600-1)</div></div></div>		<div><div><div>1640-1½ 579 (600-1½)</div></div></div>		<div><div><div>1700-2 639 (700-2)</div></div></div>	



ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct TX LOM and hold.

ATIS  
132.275

ATLANTA APP CON  
126.975 239.275

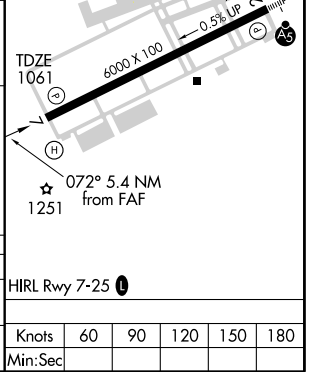
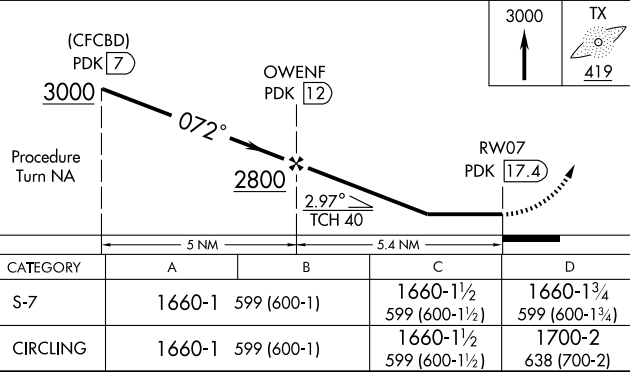
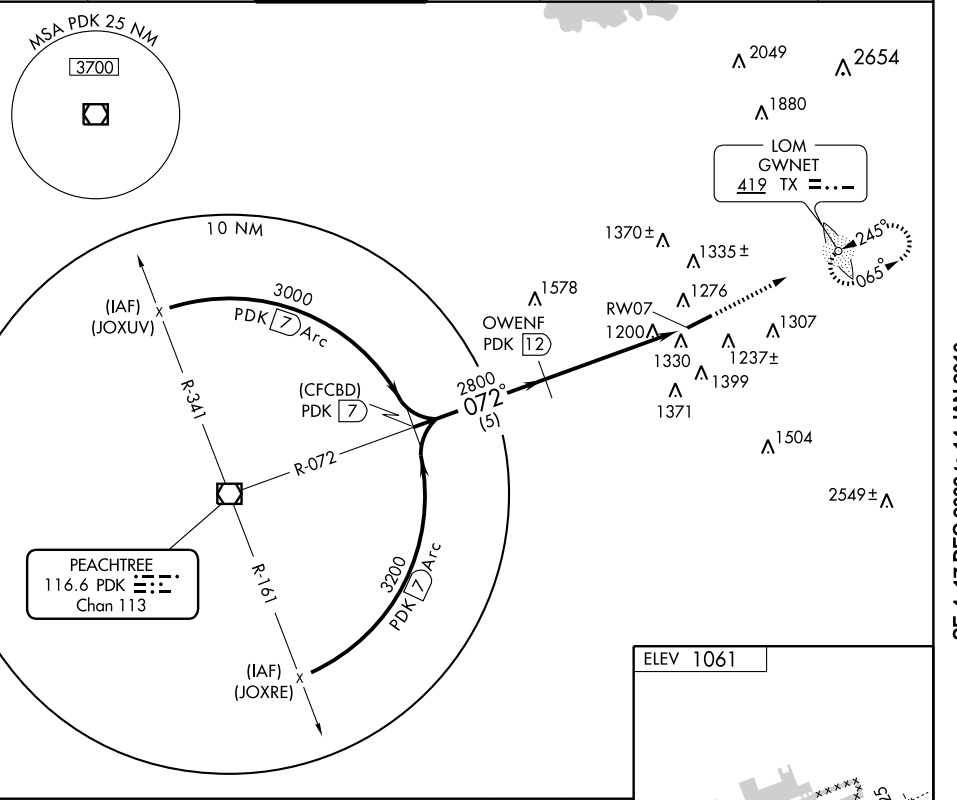
GWINNETT TOWER ★  
124.1 (CTAF) 0

GND CON  
121.8

CLNC DEL  
121.8

ATLANTA CLNC DEL  
134.0  
(When tower closed)

UNICOM  
123.05



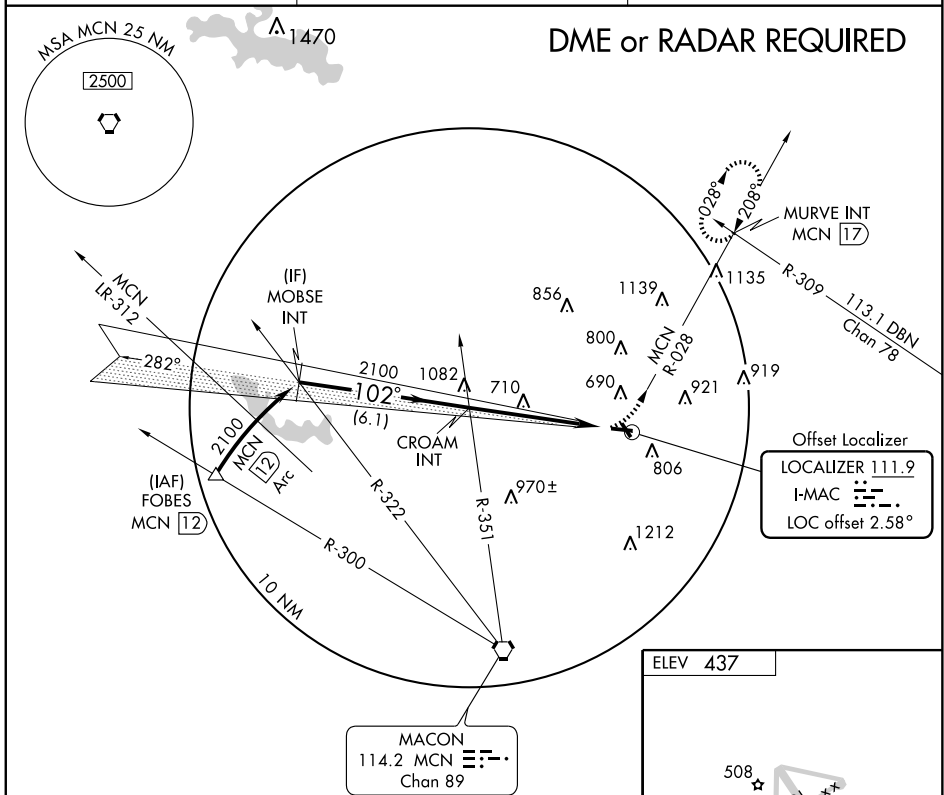
LOC I-MAC <b>111.9</b>	APP CRS <b>102°</b>	Rwy Idg TDZE Apt Elev	<b>4696</b> <b>430</b> <b>437</b>
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# LOC RWY 10

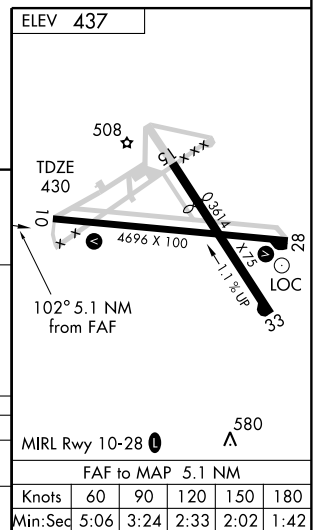
## MACON DOWNTOWN (MAC)

<p>NA</p> <p>Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.</p>	<p>MISSED APPROACH: Climbing left turn to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.</p>
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<p>MIDDLE GEORGIA RGNL ASOS ★</p> <p><b>120.775</b></p>	<p>ATLANTA APP CON ★</p> <p><b>124.2 279.6</b></p>	<p>UNICOM</p> <p><b>123.0 (CTAF) 0</b></p>
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Procedure Turn NA	MOBSE INT	CROAM INT	2200	MURVE INT
2100	102°	2100	MCN R-028 114.2	
VGSI and descent angles not coincident.		3.04° TCH 40		
6.1 NM		5.1 NM		
CATEGORY	A	B	C	D
S-10	1060-1	630 (700-1)	1060-1 3/4 630 (700-1 3/4)	1060-2 630 (700-2)
CIRCLING	1200-1 763 (800-1)	1200-1 1/4 763 (800-1 1/4)	1200-2 1/4 763 (800-2 1/4)	1320-3 883 (900-3)

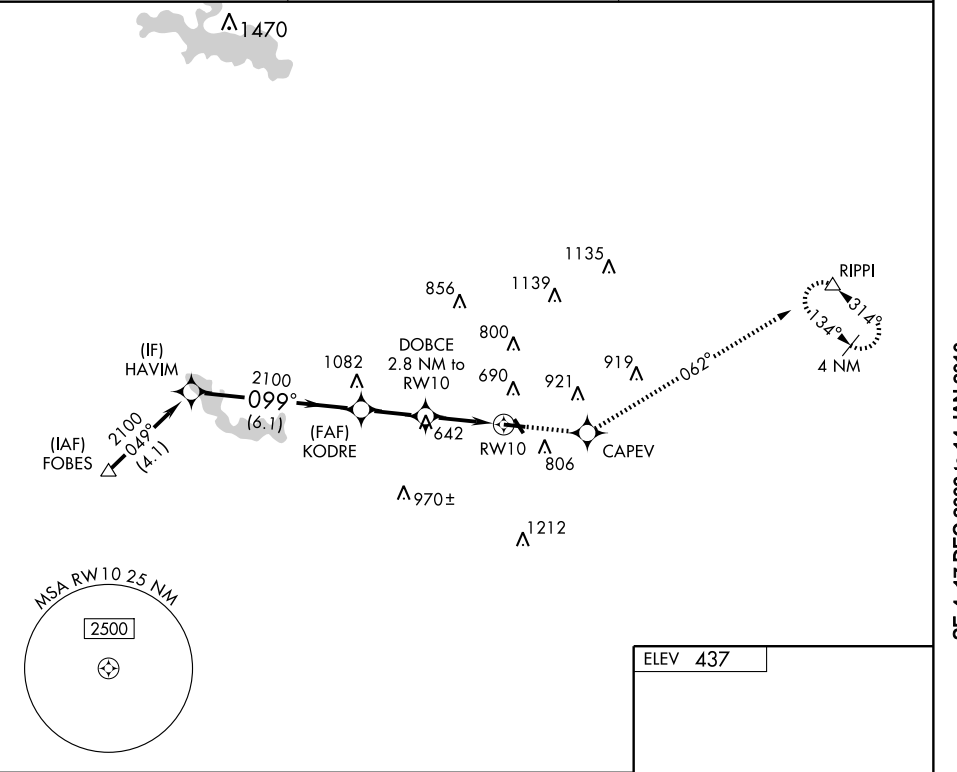


NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct CAPEV then via 062° track to RIPPI and hold.

MIDDLE GEORGIA RGNL ASOS ★ 120.775	ATLANTA APP CON ★ 124.2 279.6	UNICOM 123.0 (CTAF) 0
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Procedure Turn NA		3000		CAPEV	062° TRK	RIPPI
HAVIM		KODRE		DOBCE 2.8 NM to RWY 10		
2100		2100		1340		
099°		099°		3.06° TCH 40		
6.1 NM		2.3 NM		2.8 NM		
CATEGORY	A	B	C	D		
LNAV MDA	980-1	550 (600-1)	980-1½ 550 (600-1½)	980-1¾ 550 (600-1¾)		
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)		
MIRL Rwy 10-28 0						580

SE-4, 17 DEC 2009 to 14 JAN 2010

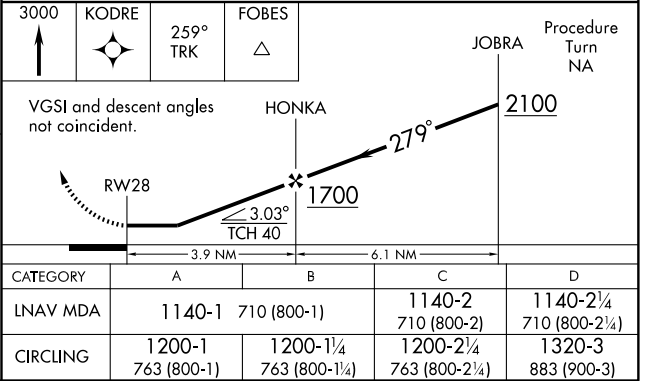
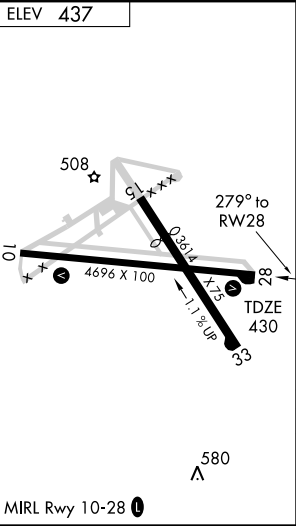
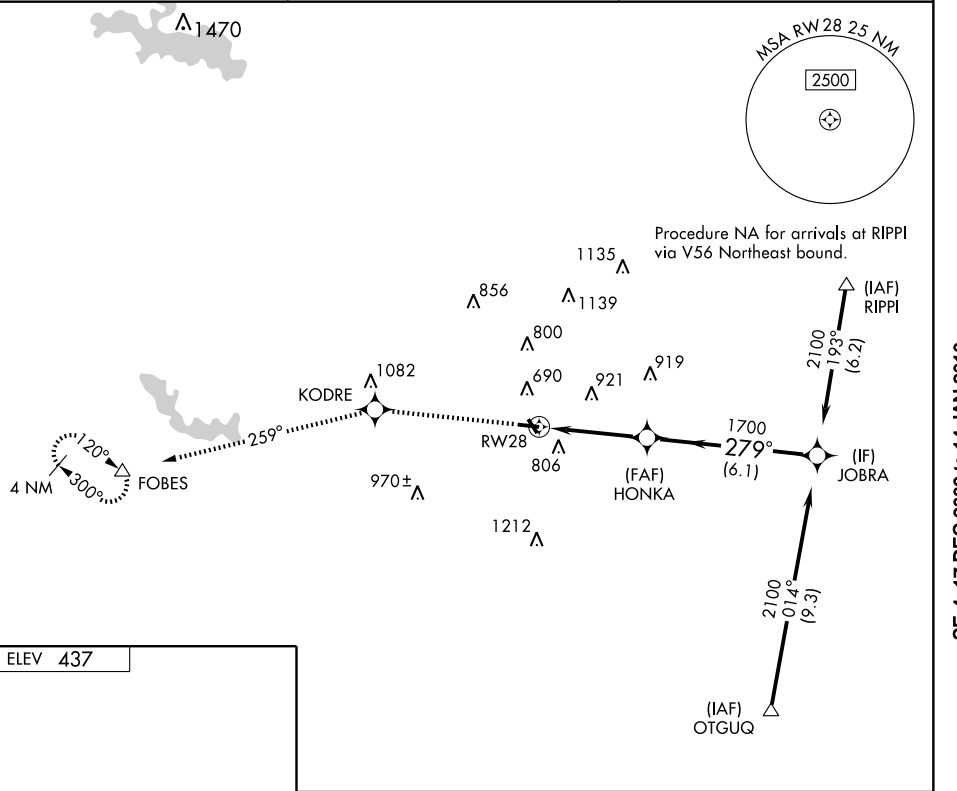
▼

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct KODRE then via 259° track to FOBES and hold.

MIDDLE GEORGIA RGNL ASOS ★ 120.775	ATLANTA APP CON ★ 124.2 279.6	UNICOM 123.0 (CTAF) 0
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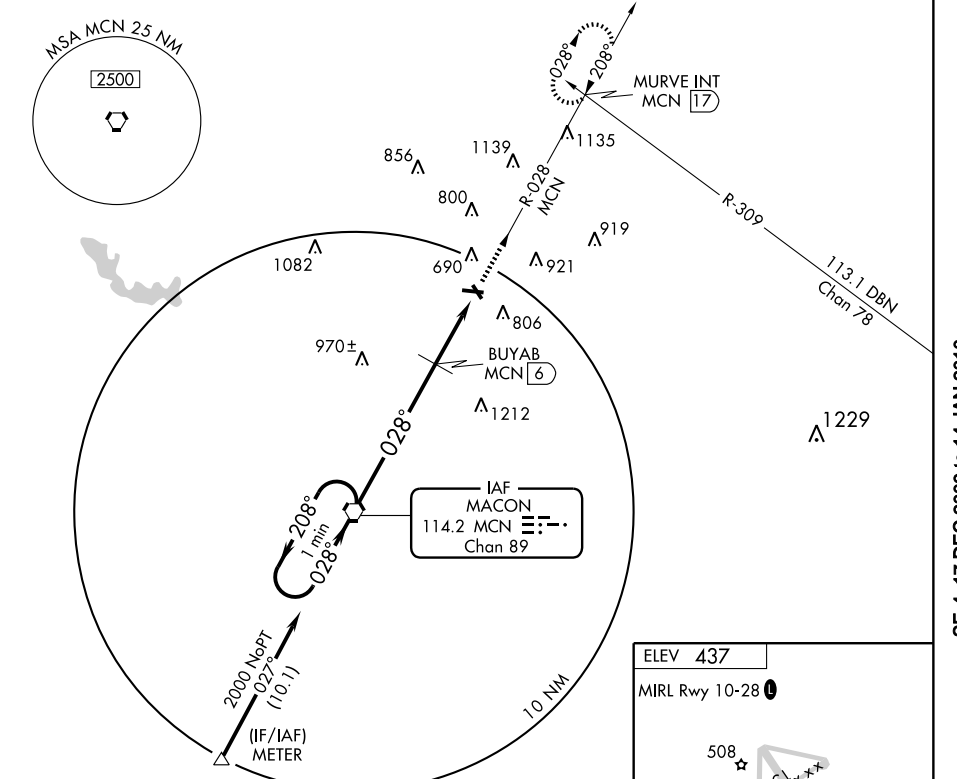
SE-4, 17 DEC 2009 to 14 JAN 2010

NA

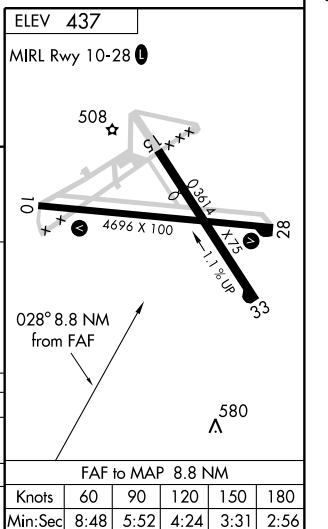
Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★ 120.775	ATLANTA APP CON ★ 124.2 279.6	UNICOM 123.0 (CTAF) 0
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One Minute Holding Pattern				
VORTAC				
2000 ← 028° 028° →				
*1300 when using Robins AFB altimeter setting.				
BUYAB MCN 6				
*1280				
6 NM 2.8 NM				
CATEGORY	A	B	C	D
CIRCLING	1280-1 843 (900-1)	1280-1¼ 843 (900-1¼)	1280-2½ 843 (900-2½)	1320-3 883 (900-3)
BUYAB FIX MINIMUMS				
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)



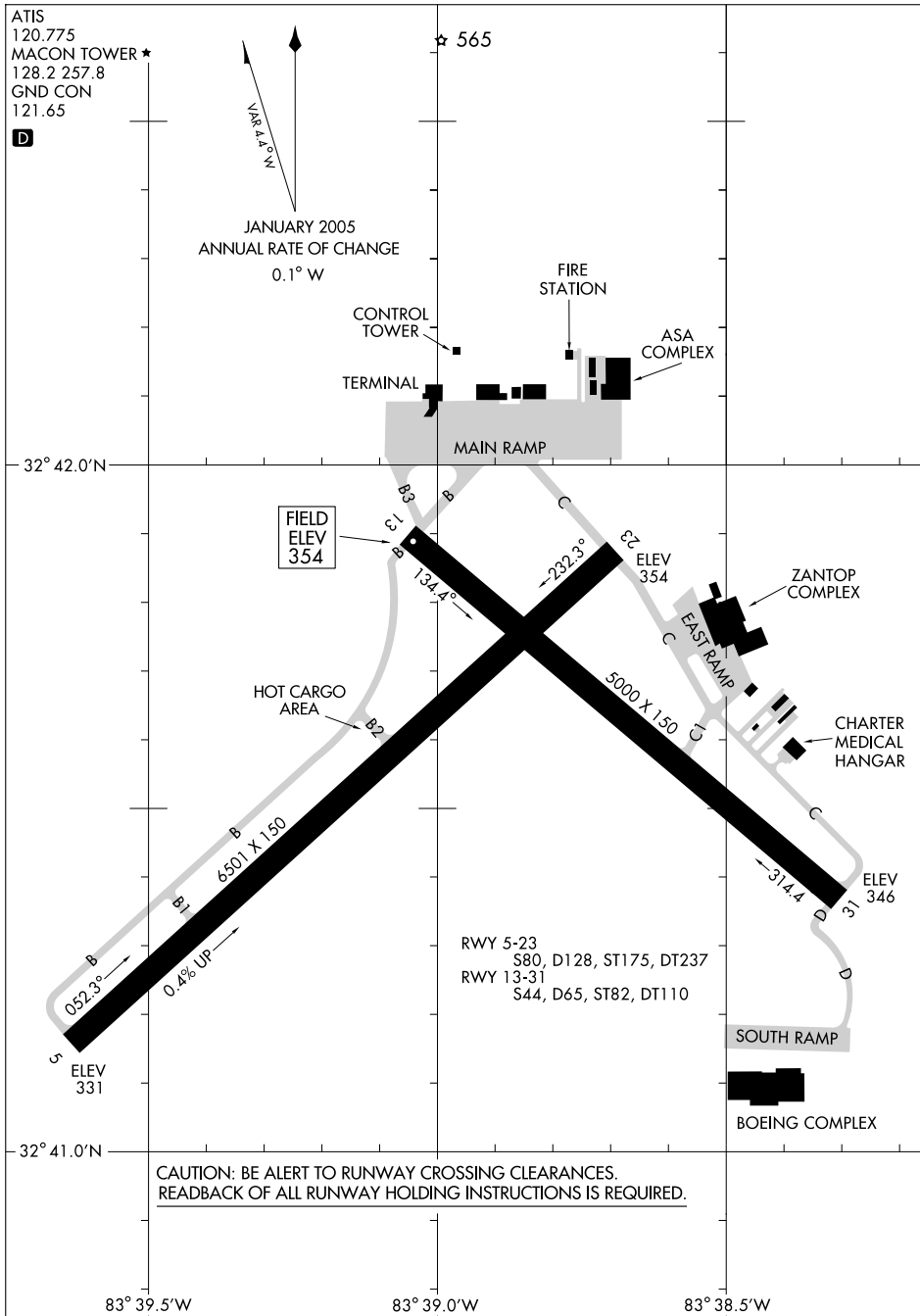
SE-4, 17 DEC 2009 to 14 JAN 2010





# AIRPORT DIAGRAM

AL-243 (FAA)

 MACON/ MIDDLE GEORGIA RGNL (MCN)  
 MACON, GEORGIA


SE-4, 17 DEC 2009 to 14 JAN 2010

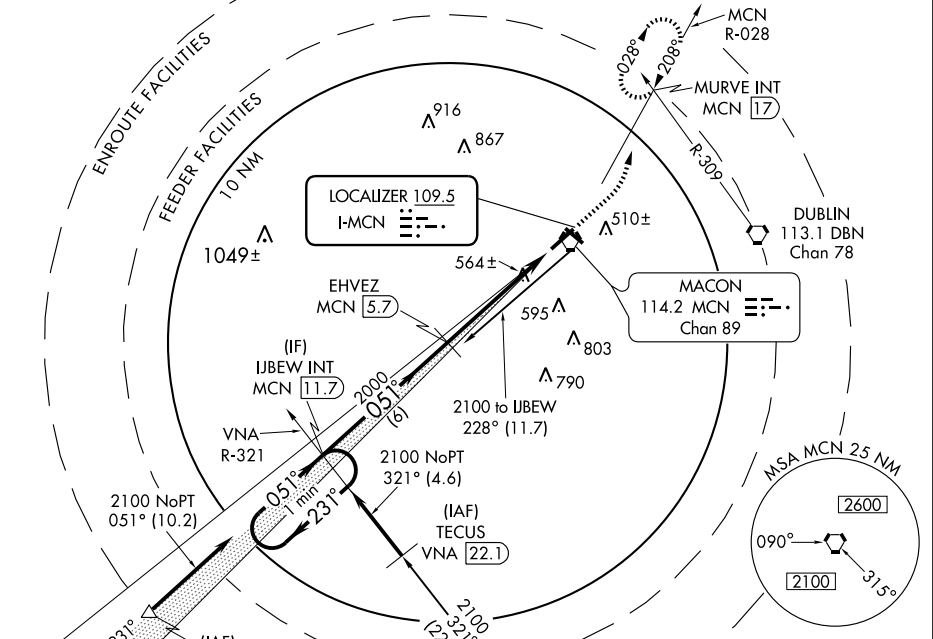
LOC I-MCN	APP CRS	Rwy Idg	6221
109.5	051°	TDZE	345
		Apt Elev	354

When VGSi inop, circling to Rwy 13-31 NA at night. DME from MCN VORTAC.  
Simultaneous reception of I-MCN and MCN DME required. For inoperative MALSR increase S-ILS Cat. E visibility to RVR 4000 and S-LOC Cat E visibility to 2 1/4.  
\* Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2300 via MCN R-028 to MURVE Int/MCN 17 DME and hold.

ATIS	ATLANTA APP CON	MACON TOWER	GND CON	UNICOM
120.775	124.2 279.6	128.2(CTAF) 257.8	121.65	122.95



One Minute Holding Pattern

Diagram of holding pattern with altitudes 2100, 2000, 2300, 800 and angles 231°, 051°, 051°.

CATEGORY	A	B	C	D	E
S-ILS 5	* 545/24 200 (200-1/2)				
S-LOC 5	960/50	615 (700-1)	960/60 615 (700-1 1/4)	960-1 1/2 615 (700-1 1/2)	960-1 3/4 615 (700-1 3/4)
CIRCLING	960-1	606 (700-1)	960-1 3/4 606 (700-1 3/4)	960-2 606 (700-2)	1160-2 3/4 806 (900-2 3/4)

ELEV 354

Diagram of runway layout with various altitudes and distances.

051° 5 NM from FAF

HIRL Rwy 5-23  
MIRL Rwy 13-31  
REIL Rws 13, 23, and 31

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

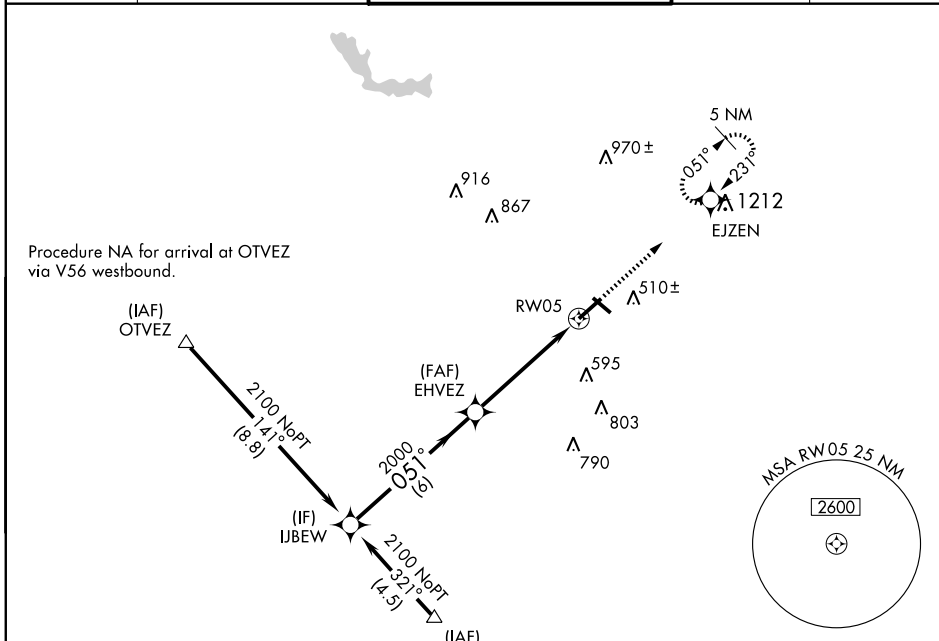
SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>97315</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>6221</b> <b>345</b> <b>354</b>
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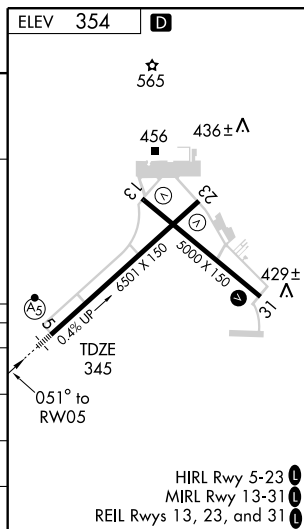
# RNAV (GPS) RWY 5

MACON/MIDDLE GEORGIA RGNL (MCN)

<b>▼</b> DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). When VGSi inop, circling Rwy 13, 31 NA at night. For inoperative MALSR, increase LPV visibility to RVR 4000, all Cats.			<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 2300 direct EJZEN and hold.
<b>ATIS</b> <b>120.775</b>	<b>ATLANTA APP CON ★</b> <b>124.2 279.6</b>	<b>MACON TOWER ★</b> <b>128.2 (CTAF) 0 257.8</b>	<b>GND CON</b> <b>121.65</b>	<b>UNICOM</b> <b>122.95</b>



<b>Procedure Turn NA</b> <b>GS 3.00°</b> <b>TCH 60</b>					<b>2300</b> 	<b>EJZEN</b> 
<b>2100</b> <b>051°</b> <b>2000</b>					<b>*1.5 NM to RW05</b>	<b>*LNAV only</b>
<b>6 NM</b>					<b>3.5 NM</b>	<b>1.5 NM</b>
<b>CATEGORY</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>		
<b>LPV DA</b>	<b>595/24 250 (300-½)</b>					
<b>LNAV/VNAV DA</b>	<b>883-1½ 538 (600-1½)</b>					
<b>LNAV MDA</b>	<b>860/24 515 (600-½)</b>	<b>860/50 515 (600-1)</b>	<b>860/60 515 (600-¼)</b>			
<b>CIRCLING</b>	<b>900-2 546 (600-2)</b>				<b>920-2 566 (600-2)</b>	

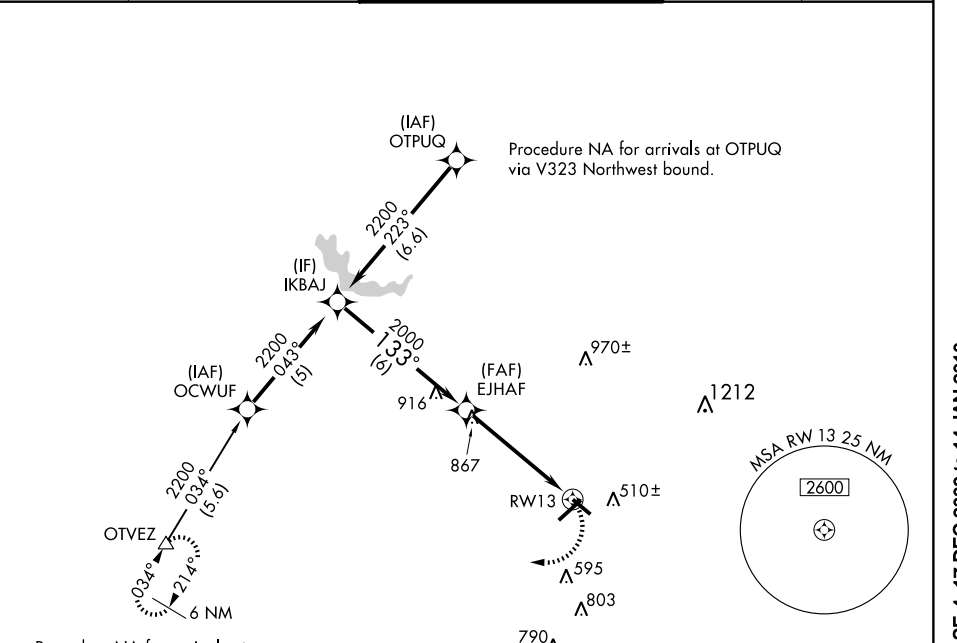


▼

DME/DME RNP-0.3 NA.  
When VGSI inoperative, procedure NA at night.  
When VGSI inoperative, circling Rwy 31 NA at night.

MISSED APPROACH: Climbing right turn  
to 2500 direct OTVEZ and hold.

ATIS 120.775	ATLANTA APP CON ★ 124.2 279.6	MACON TOWER ★ 128.2 (CTAF) 257.8	GND CON 121.65	UNICOM 122.95
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<div>Procedure Turn NA</div> <div>IKBAJ 2200</div> <div>133°</div> <div>EJHAF</div> <div>2000</div> <div>3.05° TCH 45</div> <div>RW13</div> <div>2500</div> <div>OTVEZ</div> <div>△</div>				
CATEGORY	A		B	D
LNAV MDA	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

ELEV 354

D

133° to RW13

565

456

436±

TDZE 354

6501 X 150

5000 X 150

429±

0.4% UP

5

31

HIRL Rwy 5-23

MIRL Rwy 13-31

REIL Rws 13, 23, and 31

SE-4, 17 DEC 2009 to 14 JAN 2010

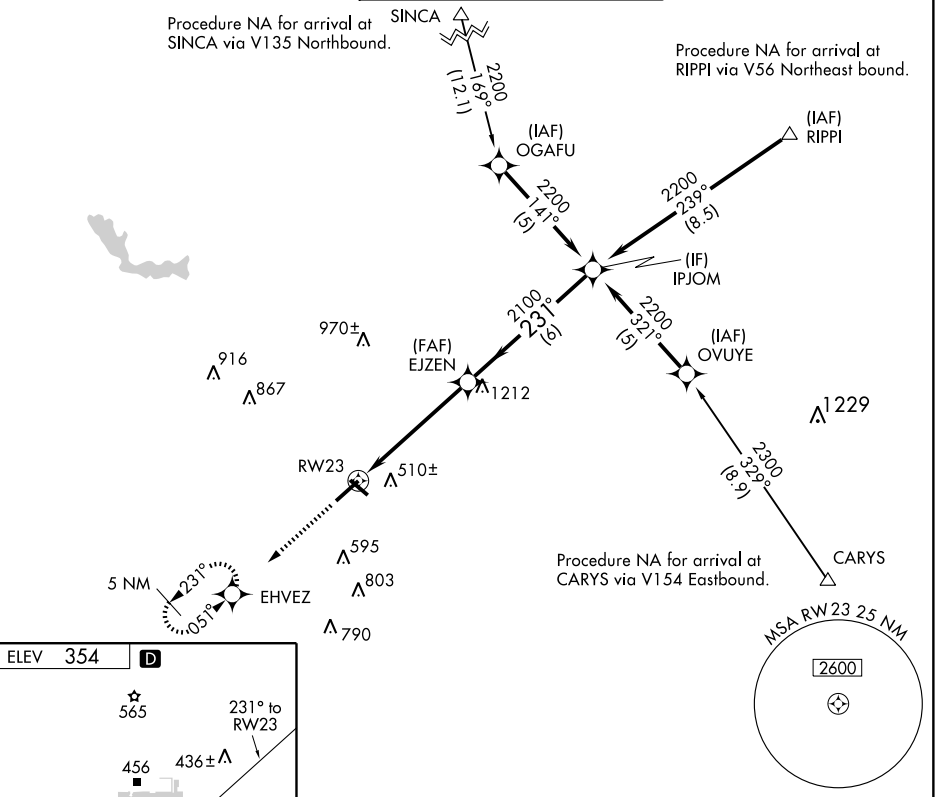
APP CRS	Rwy Idg	6426
231°	TDZE	354
	Apt Elev	354

RNAV (GPS) RWY 23

MACON/MIDDLE GEORGIA RGNL (MCN)

<div><div>▼</div><div>DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. When VGSI inop, circling Rwy 13, 31 NA at night.</div></div>	<div>MISSED APPROACH: Climb to 2100 direct EHVEZ and hold.</div>
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ATIS 120.775	ATLANTA APP CON ★ 124.2 279.6	MACON TOWER ★ 128.2 (CTAF) 257.8	GND CON 121.65	UNICOM 122.95
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	2100	EHVEZ		
	RW23	EJZEN	IPJOM	
		2100	2200	
		3.05°	231°	
		TCH 45		
		5.3 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	800-1	446 (500-1)	800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23

MIRL Rwy 13-31

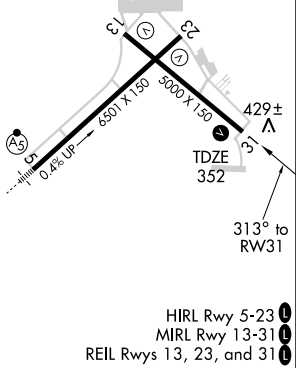
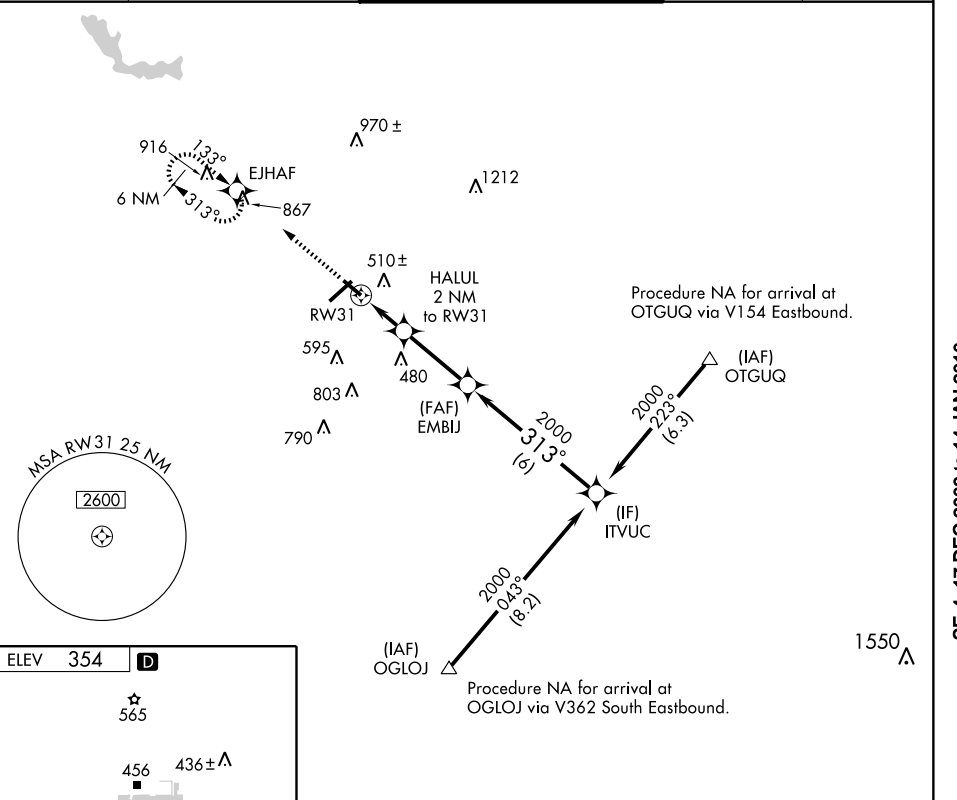
REIL Rws 13, 23, and 31

▼

DME/DME RNP-0.3 NA.  
When VGSI inop, circling Rwy 13 NA at night.

MISSED APPROACH: Climb to  
2100 direct EJHAF and hold.

ATIS 120.775	ATLANTA APP CON ★ 124.2 279.6	MACON TOWER ★ 128.2 (CTAF) 257.8	GND CON 121.65	UNICOM 122.95
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	2100	EJHAF			
			HALUL 2 NM to RW31	EMBU	ITVUC
			RW31	2000	2000
			3.06° TCH 45	1040	
				VGSI and descent angles not coincident	Procedure Turn NA
			2 NM	3 NM	6 NM
CATEGORY	A	B	C	D	
LNNAV MDA	680-1 328 (400-1)				
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)		920-2 566 (600-2)

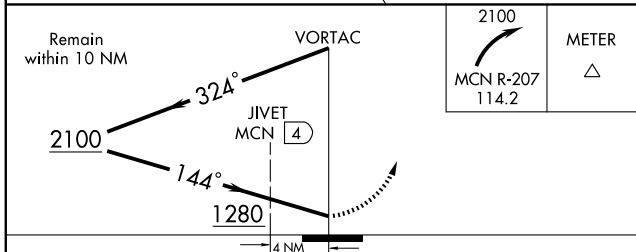
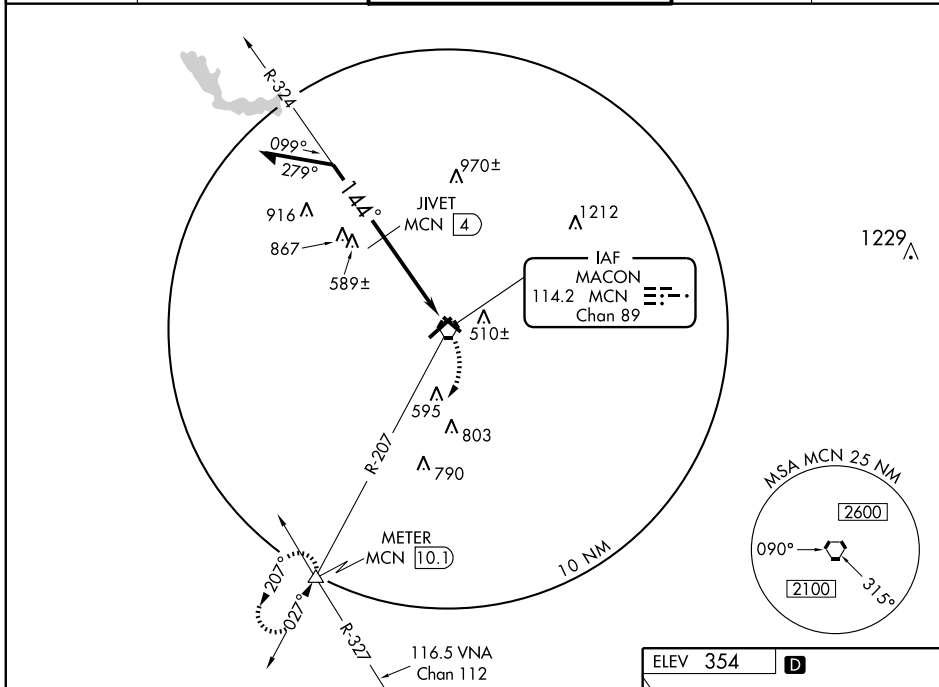
VORTAC MCN <b>114.2</b> Chan <b>89</b>	APP CRS <b>144°</b>	Rwy Idg TDZE Apt Elev <b>5000</b> <b>354</b> <b>354</b>
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# VOR RWY 13

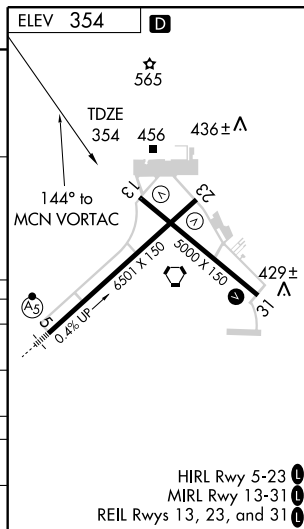
MACON/MIDDLE GEORGIA RGNL (MCN)

 	MISSED APPROACH: Climbing right turn to 2100 via MCN R-207 to METER Int/10.1 DME and hold.
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ATIS <b>120.775</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	MACON TOWER ★ <b>128.2 (CTAF) 0 257.8</b>	GND CON <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-13	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
CIRCLING	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
JIVET FIX MINIMUMS				
S-13	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)





VORTAC MCN <b>114.2</b> Chan <b>89</b>	APP CRS <b>212°</b>	Rwy Idg <b>6426</b> TDZE <b>354</b> Apt Elev <b>354</b>
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VOR RWY 23  
MACON/MIDDLE GEORGIA RGNL (MCN)



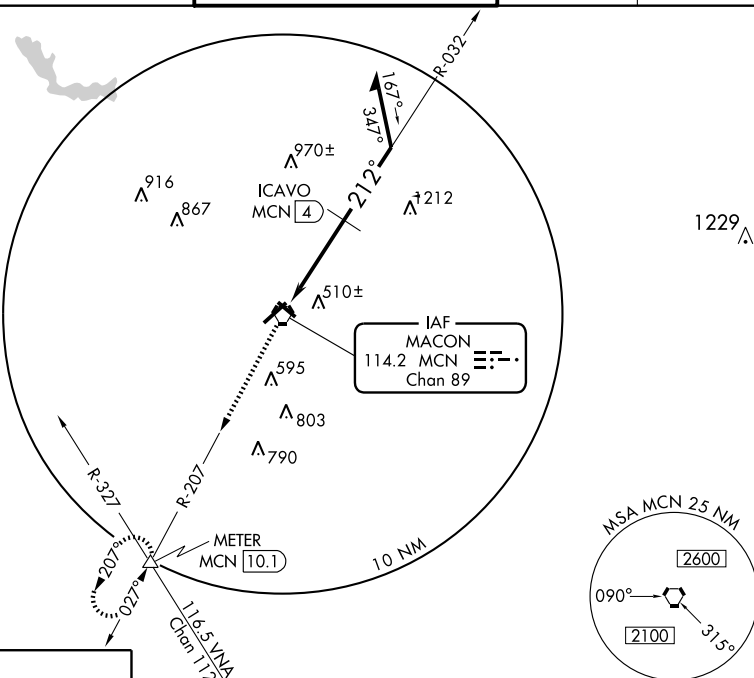
MISSED APPROACH: Climb to 2100 via  
MCN R-207 to METER Int/10.1 DME and hold.

ATIS  
**120.775**

ATLANTA APP CON ★  
124.2 279.6

MACON TOWER ★  
128.2 (CTAF) L 257.8

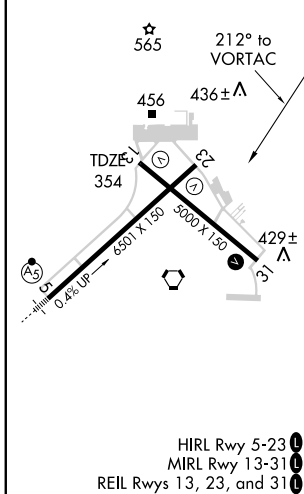
GND CON  
**121,65**

UNICOM  
122.95

SE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 354	D
----------	---

D

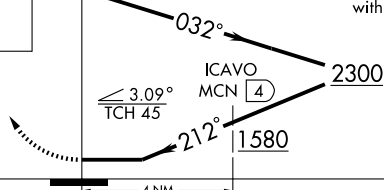


2100  
↑  
MCN R-207

METER

VORTAC

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-23	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3	1226 (1300-3)
CIRCLING	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3	1226 (1300-3)
ICAVO FIX MINIMUMS				
S-23	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

▲ NA

Use Athens altimeter setting.

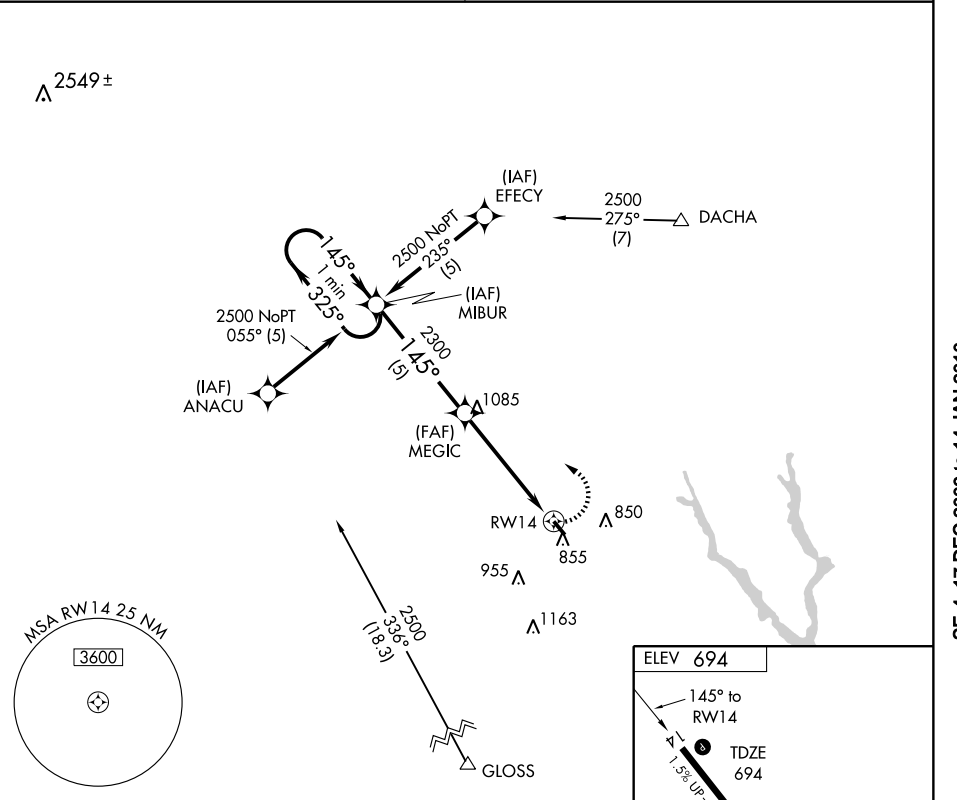
MISSED APPROACH: Climbing left turn to 2900 direct MIBUR WP and hold.

ATLANTA APP CON ★

127.5 316.05

UNICOM

122.8 (CTAF) 0



<div>One Minute Holding Pattern</div> <div> <div>2900</div> <div>← 325°</div> <div>145° →</div> <div>2500</div> </div> <div> <div>MIBUR</div> <div>MEGIC</div> <div>2300</div> <div>RW14</div> </div> <div> <div>5 NM</div> <div>5 NM</div> </div> <div> <div>2900</div> <div>MIBUR</div> </div>				
CATEGORY	A	B	C	D
S-14	1160-1	466 (500-1)	1160-1¼ 466 (500-1¼)	NA
CIRCLING	1220-1	526 (600-1)	1220-1½ 526 (600-1½)	NA

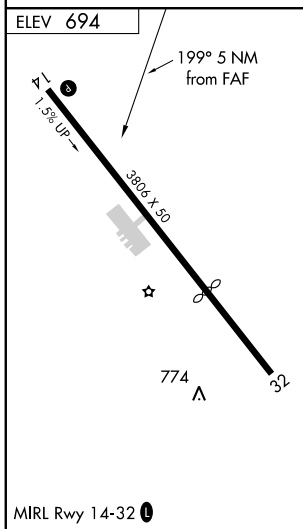
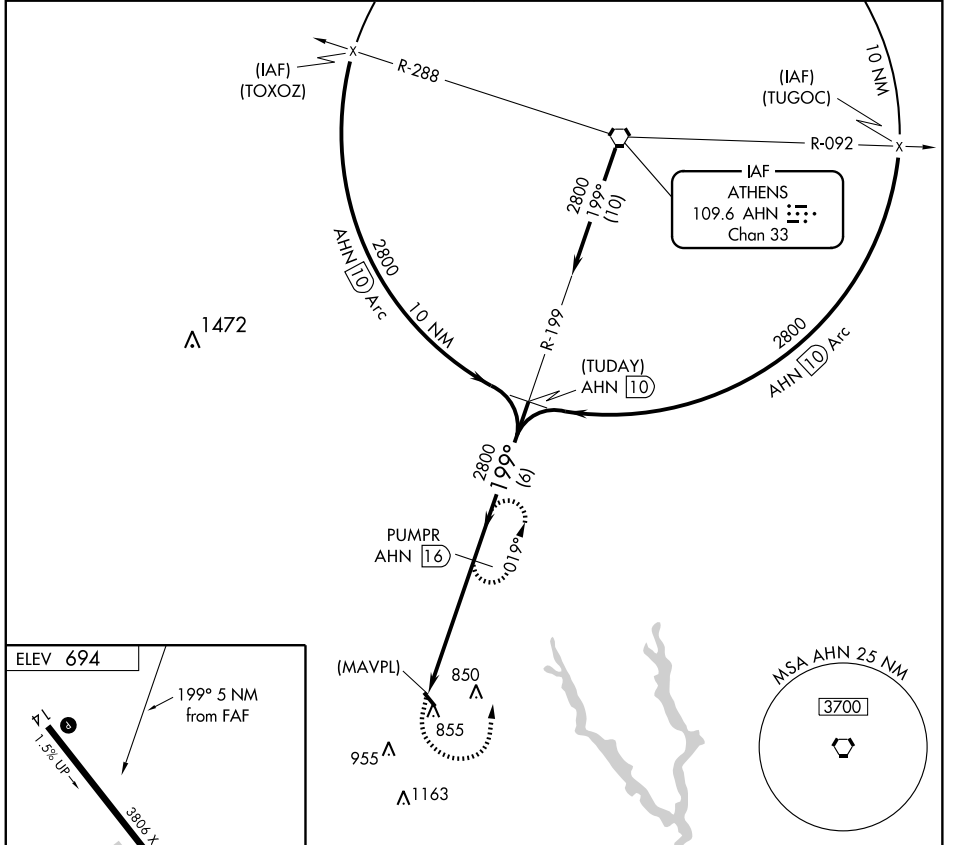
MIRL Rwy 14-32 0

VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>694</b>
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# VOR/DME or GPS-A

MADISON MUNI (52A)

<p><b>NA</b></p> <p>Use Athens altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2800 via AHN R-199 to PUMPR/AHN 16 DME and hold.</p>
<p>ATLANTA APP CON ★ <b>127.5 316.05</b></p>	<p>UNICOM <b>122.8</b> (CTAF) <b>0</b></p>

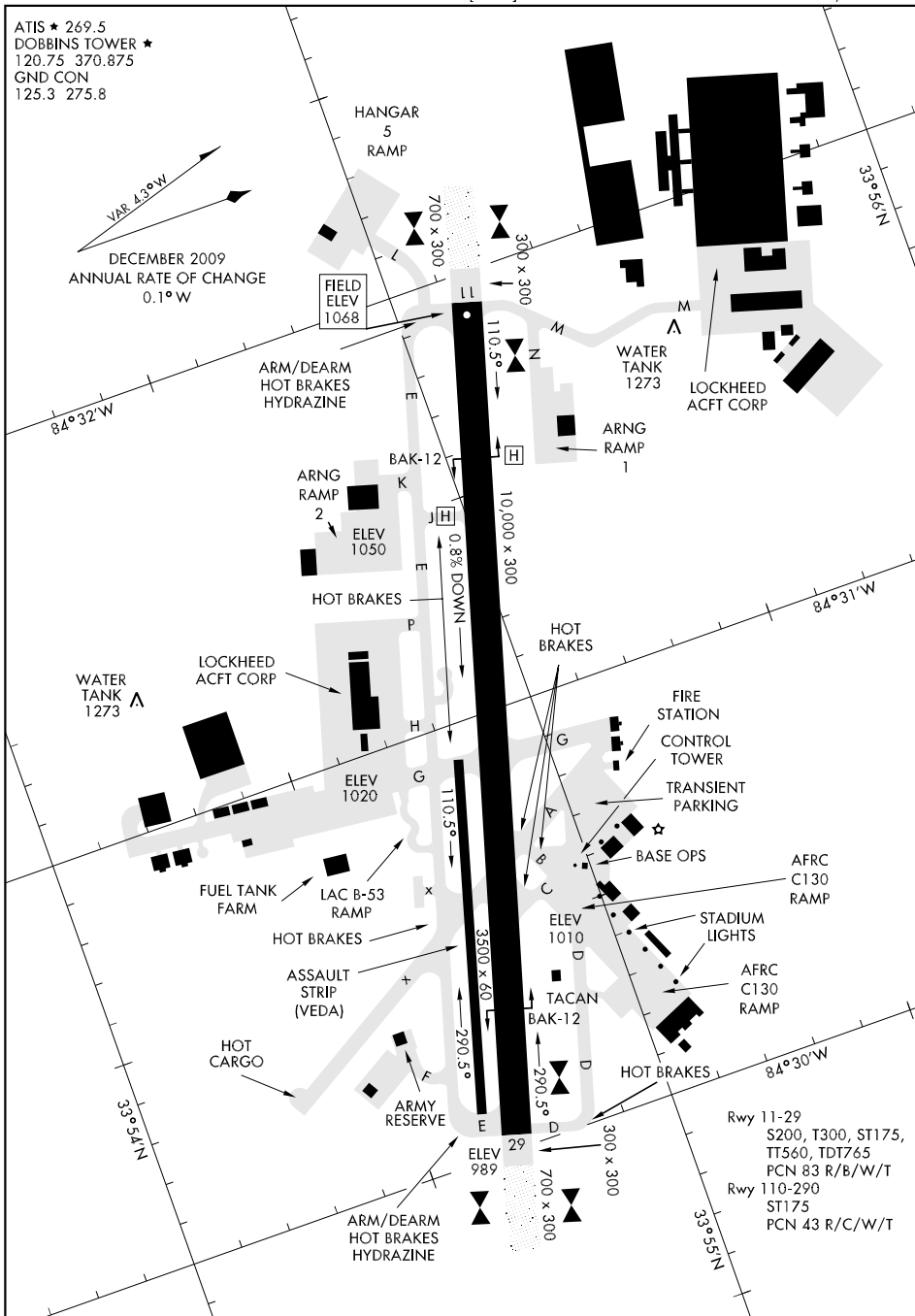


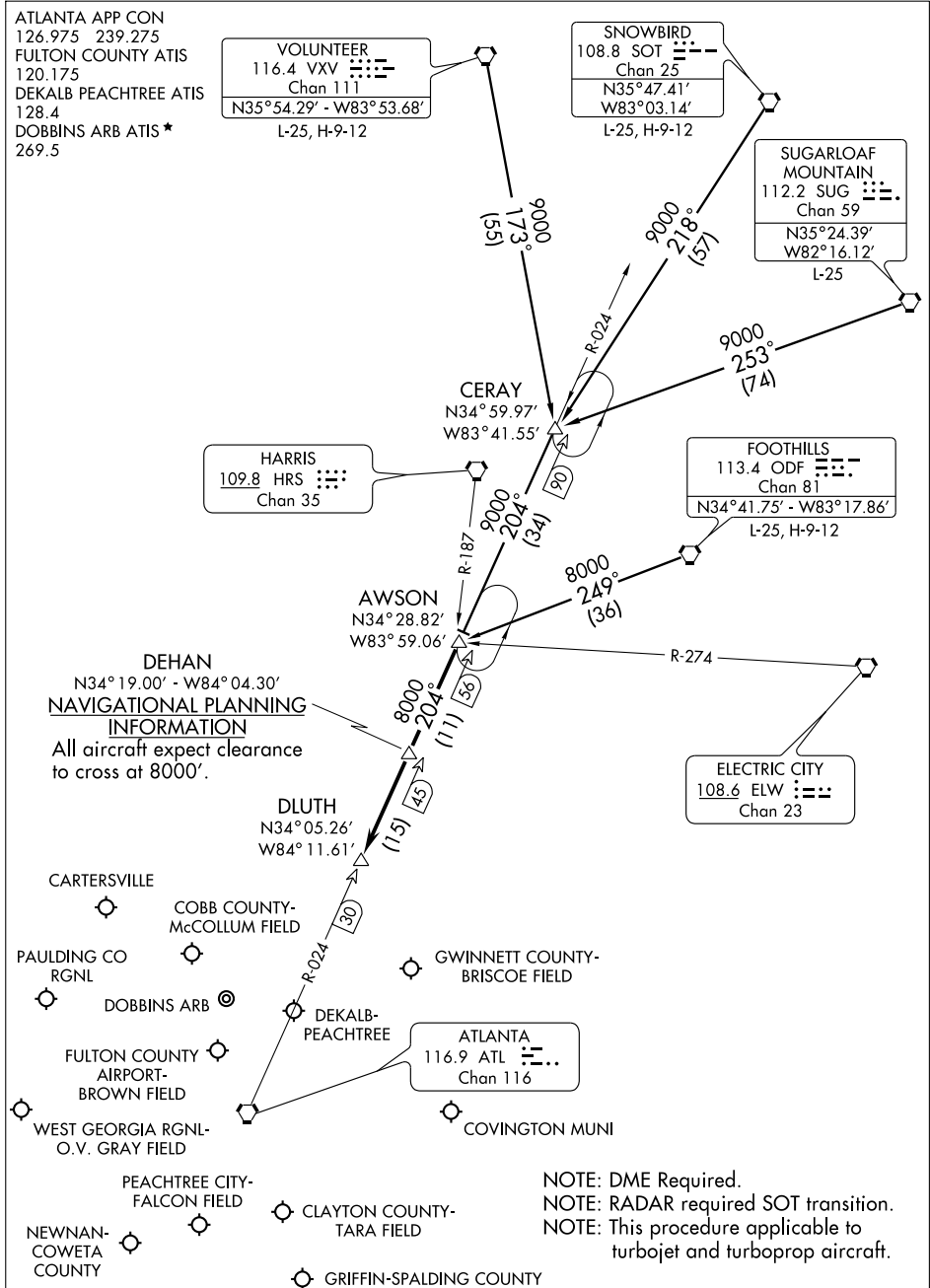
CATEGORY	A	B	C	D
CIRCLING	1220-1 526 (600-1)	1220-1¼ 526 (600-1¼)	1220-1½ 526 (600-1½)	NA

ATIS ★ 269.5  
DOBBINS TOWER ★  
120.75 370.875  
GND CON  
125.3 275.8

DECEMBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W

SE-4, 17 DEC 2009 to 14 JAN 2010





## ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .

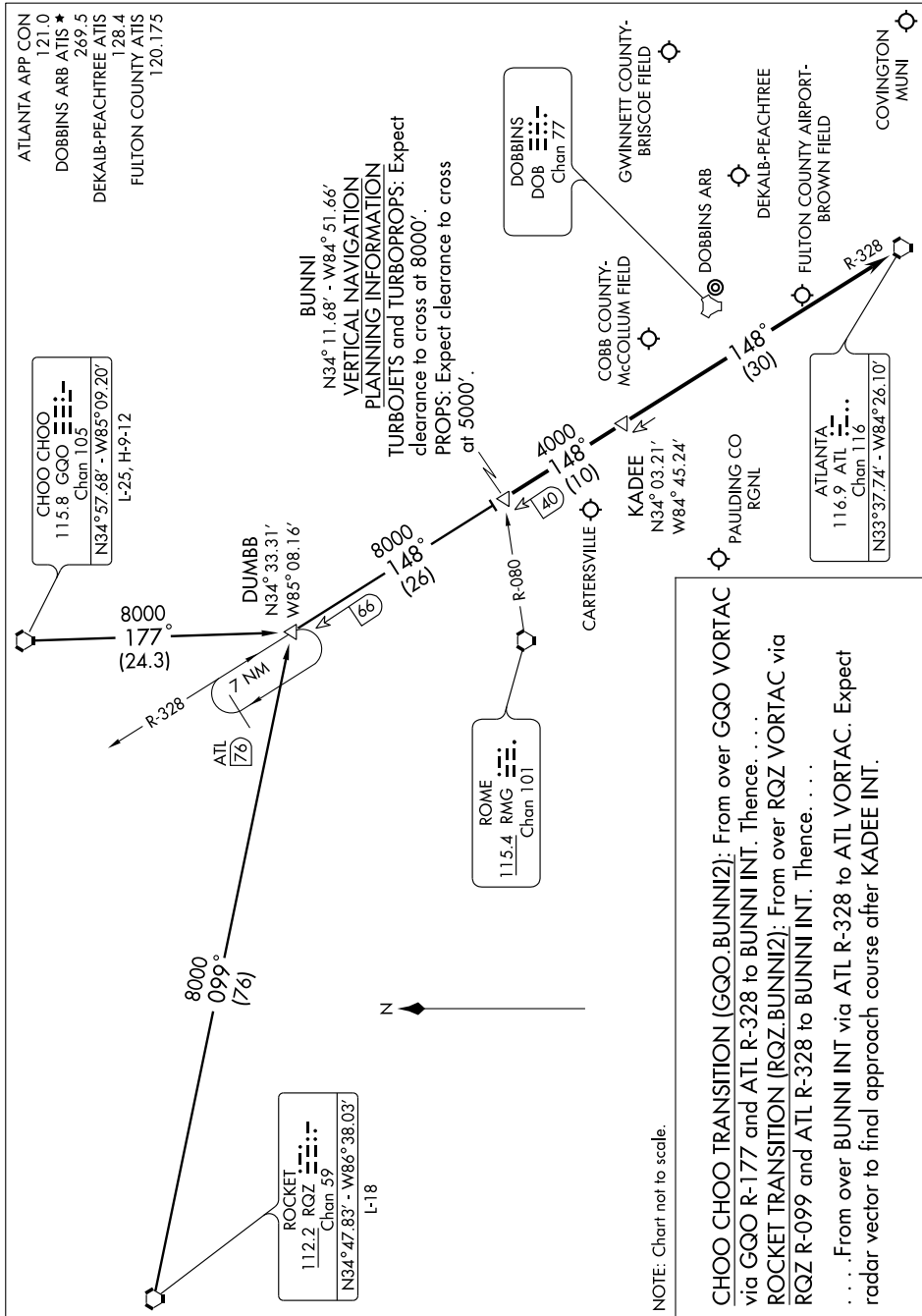
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .

SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .

SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . . From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.



VOR/DME PDK <b>116.6</b> Chan <b>113</b>	APCH CRS <b>284°</b>	Rwy Idg <b>10,000</b> TDZE <b>1015</b> Arpt Elev <b>1068</b>
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AL-959 [USAF]

DOBBINS ARB (KMGE)

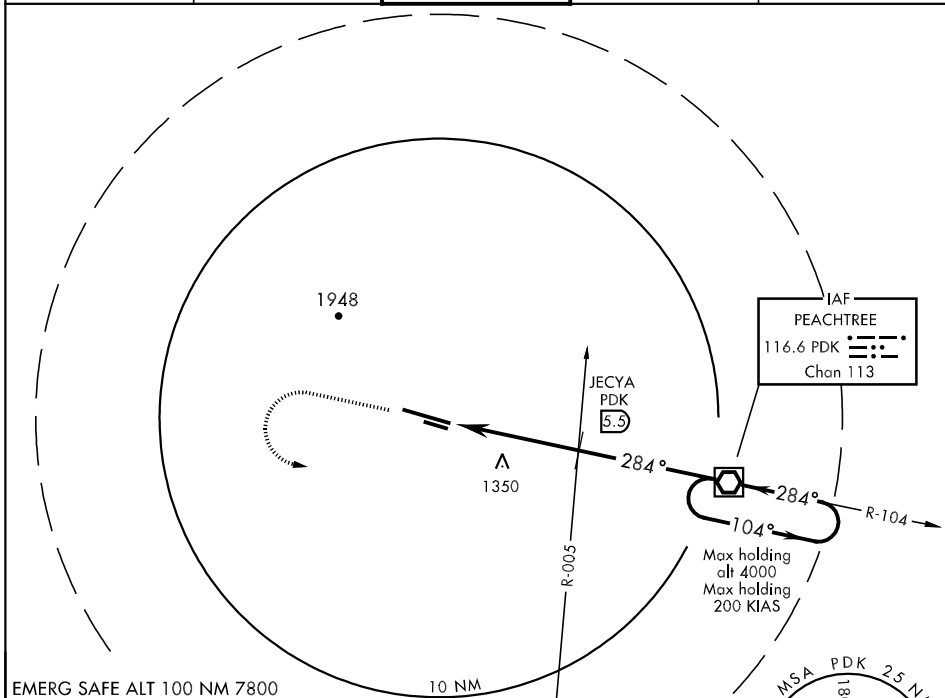


\* When ALS inop, increase RVR to 50 and vis to 1 mile.



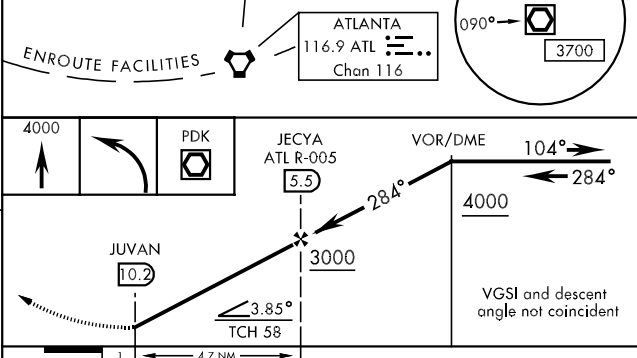
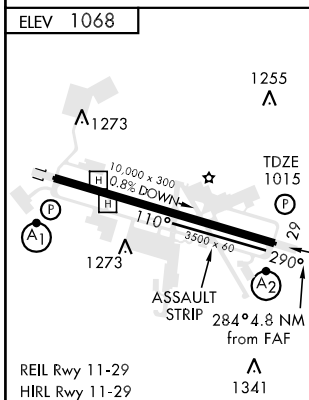
**MISSED APPROACH:** Climb to 4000 turn left direct PDK VOR/DME and hold.

ATIS ★ 269.5	ATLANTA APP CON 121.0 268.7	DOBBINS TOWER ★ 120.75 370.875	GND CON 125.3 275.8	ASR/PAR
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EMERG SAFE ALT 100 NM 7800

ELEV 1068



FAF to MAP 4.7 NM						CATEGORY	COPTER		
Knots	45	60	75	90	105	H-284° *	1600/50	532	(600-1)
Min:Sec	6:16	4:42	3:46	3:08	2:41				



LOC I-DJR <b>109.7</b>	APCH CRS <b>109°</b>	Rwy Idg <b>10,000</b> TDZE <b>1068</b> Arpt Elev <b>1068</b>
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AL-959 [USAF]

DOBBINS ARB (KMGE)



- \* When ALS inop, increase RVR to 60 and vis to 1 1/4.
- \*\* When ALS inop, increase CAT A8 RVR to 50 and vis to 1, CAT C vis to 1 1/2, CAT D vis to 1 3/4, CAT E vis to 2.

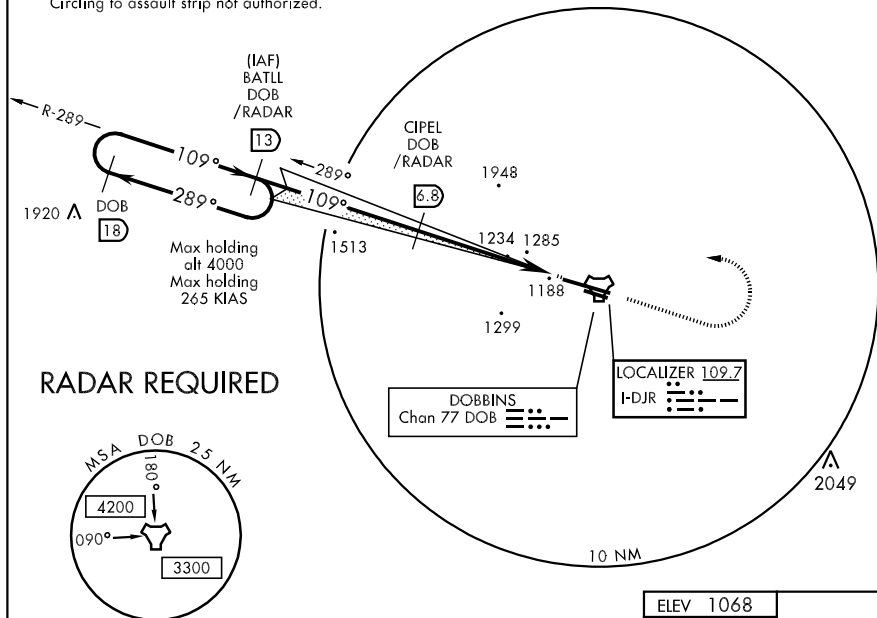
ALSF-1



MISSED APPROACH: Climb to 2000 track 109°, then climbing left turn to 3000, direct BATLL and hold.

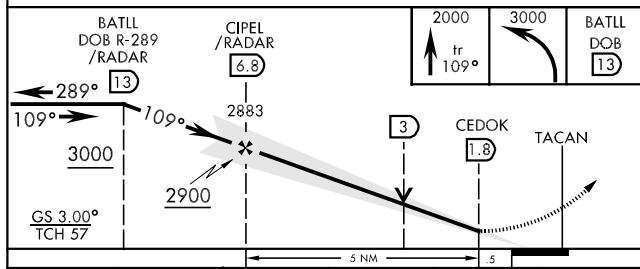
ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	DOBBINS TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR/PAR
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\*\*\* Circling not authorized N of Rwy 11-29 for CAT DE aircraft.  
Circling to assault strip not authorized.

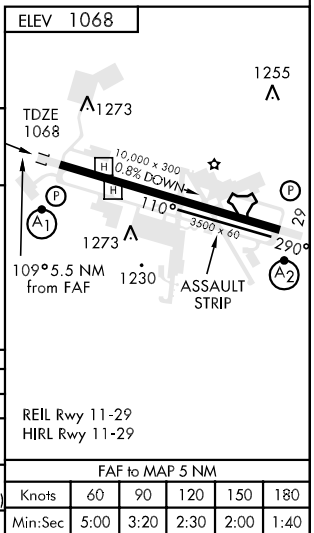


RADAR REQUIRED

EMERG SAFE ALT 100 NM 7800



CATEGORY	A	B	C	D	E
S-ILS 11*	1423/40		355	(400-3/4)	
S-LOC 11**	1640/40	572 (600-3/4)	1640/50 572 (600-1)	1640/60 572 (600-1 1/4)	1640-1 1/2 572 (600-1 1/2)
CIRCLING	1680-1 612 (700-1)	1680-1 3/4 612 (700-1 3/4)	1700-2 632 (700-2)	1740-2 1/2 672 (700-2 1/2)	
S-PAR 11*	1461/40		393	(400-3/4) GS 3.0°	

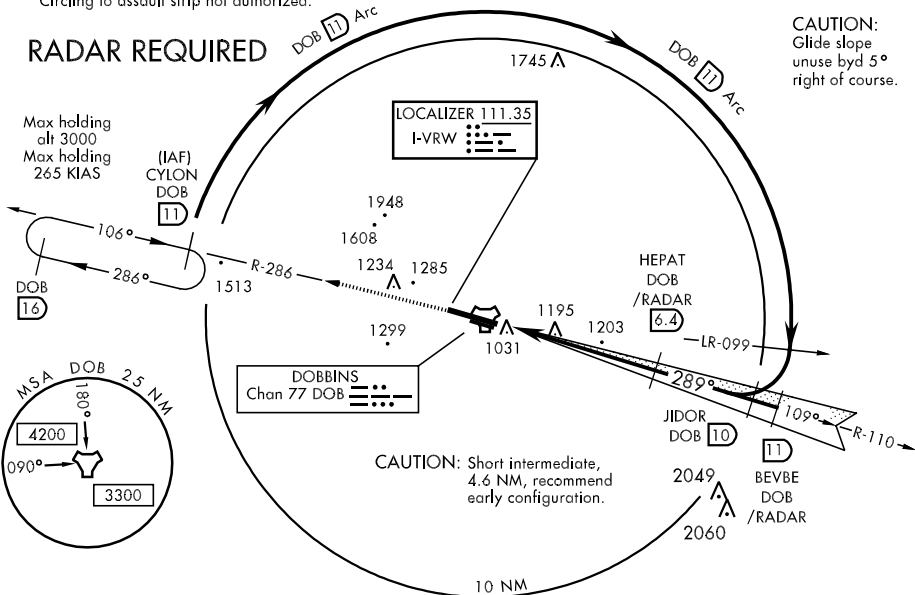


LOC I-VRW <b>111.35</b>	APCH CRS <b>289°</b>	Rwy Idg <b>10,000</b> TDZE <b>1015</b> Arpt Elev <b>1068</b>	AL-959 [USAF]	DOBBINS ARB (KMGE)
<b>▽</b> * When ALS inop, increase CAT AB RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.			<b>SALS</b> <b>A2</b>	<b>MISSED APPROACH:</b> Climb to 3000 via DOB R-286 to CYLON and hold.

ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	DOBBINS TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR/PAR
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\*\*\* Circling not authorized N of Rwy 11-29 for CAT DE aircraft.  
Circling to assault strip not authorized.

# RADAR REQUIRED



EMERG SAFE ALT 100 NM 7800

ELEV 1068

3000

↑

DOB

R-286

CYLON

DOB

11

HEPAT

6.4

/RADAR

2933

JIDOR

R-110

10

/RADAR

BEVBE

R-110

11

/RADAR

CYLON

R-286

11

1255

Λ

1273

Λ

1155

Λ

1017

Λ

1101

P

1015

TDZE

10,000 × 300

0.8% UP

3500 × 60

110°

290°

289° 6 NM

from FAF

ASSAULT STRIP

REIL Rwy 11-29

HIRL Rwy 11-29

FAF to MAP 5.5 NM

Knots

60

90

120

150

180

Min:Sec

5:30

3:40

2:45

2:12

1:50

TACAN

HIDIT

1.7

0.9

0.5

5.5 NM

289°

3000

GS 3.00°

TCH 59

4000

4000

4000

Arc

11

CATEGORY	A	B	C	D	E
S-ILS 29 *	1215/24	200 (200-½)	1215/40	200 (200-¾)	
S-LOC 29 **	1500/40	485 (500-¾)	1500/50 485 (500-1)	1500/60 485 (500-1¼)	1500-1½ 485 (500-1½)
*** CIRCLING	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 29 *	1215/24	200 (200-½)	1215/40	200 (200-¾)	GS 3.0°

ATLANTA APP CON

119.8

FULTON COUNTY ATIS

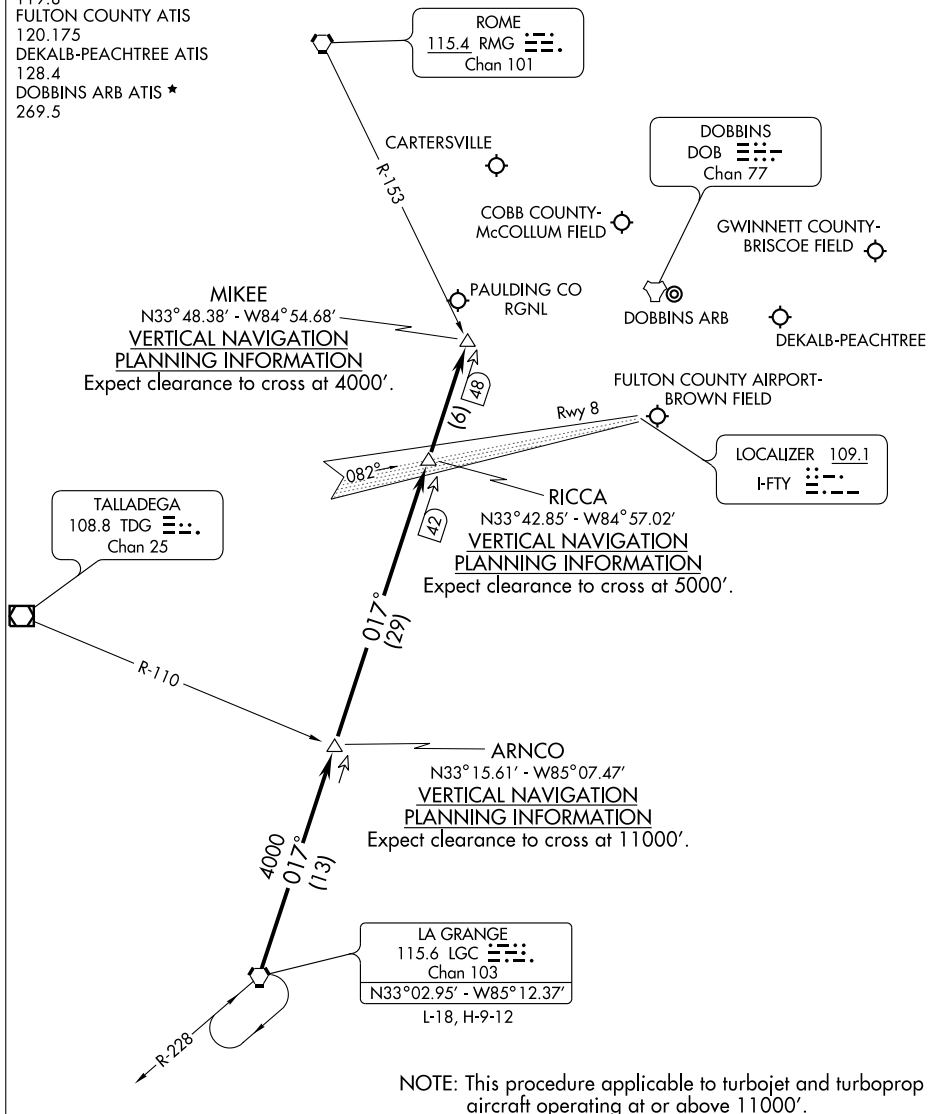
120.175

DEKALB-PEACHTREE ATIS

128.4

DOBBINS ARB ATIS \*

269.5



NOTE: Chart not to scale.

From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

TACAN Chan <b>77</b>	DOB <b>106°</b>	APCH CRS <b>106°</b>	Rwy ldg <b>10,000</b> TDZE <b>1068</b> Arpt Elev <b>1068</b>
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AL-959 [USAF]

DOBBINS ARB (KMGE)

**V** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.  
\*\* When ALS inop, increase RVR to 60 and vis to 1¼ mile.

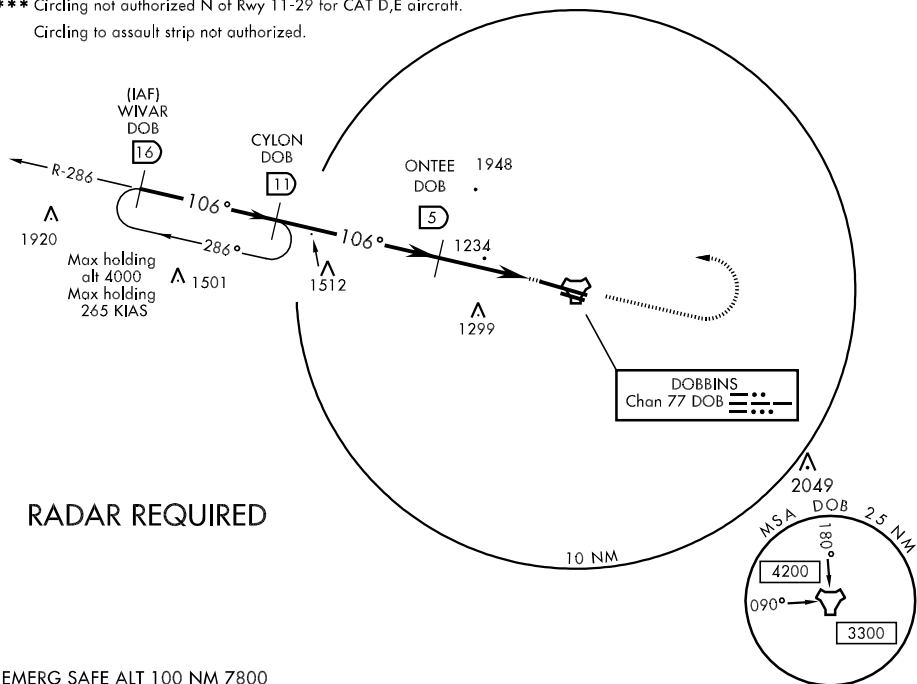
ALSF-1  
(A1)

**MISSED APPROACH:** Climb to 2000 on track 106°, then climbing left turn to 3000 direct CYLON and hold.

ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	DOBBINS TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR/PAR
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\*\*\* Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.

Circling to assault strip not authorized.



EMERG SAFE ALT 100 NM 7800

WIVAR R-286 <b>16</b>	CYLON <b>11</b>	ONTEE <b>5</b>	KAMSE <b>1.8</b>	TACAN	ELEV 1068	REIL Rwy 11-29 HIRL Rwy 11-29
3000	3000	2300	2.9	3.2 NM	3.0	1255 A
106°	106°	106°	106°	106°	106°	1273 A
2.97°	2.97°	2.97°	2.97°	2.97°	2.97°	1273 A
TCH 56	TCH 56	TCH 56	TCH 56	TCH 56	TCH 56	1273 A
CATEGORY	A	B	C	D	E	1273 A
S-11*	1640/40	572 (600-¾)	1640/50 572 (600-1)	1640/60 572 (600-1¼)	1640-1½ 572 (600-1½)	1273 A
CIRCLING ***	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)	1273 A
S-PAR 11**	1461/40	393	(400-¾)	GS 3.0°		1273 A

TACAN Chan <b>77</b>	DOB <b>291°</b>	APCH CRS <b>291°</b>	Rwy Idg <b>10,000</b> TDZE <b>1015</b> Arpt Elev <b>1068</b>
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AL-959 [USAF]

DOBBINS ARB (KMGE)

\*\*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1 3/4 miles, CAT D vis to 2 miles, CAT E vis to 2 1/4 miles.  
 \*\* When ALS inop, CAT AB increase RVR to 40 and vis to 3/4 mile.

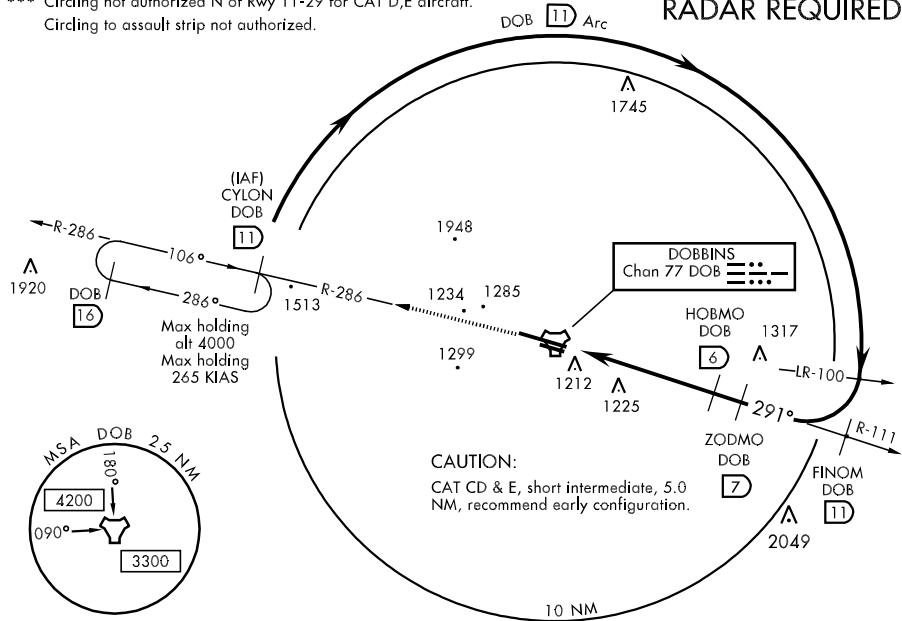
SALS  
A2

MISSED APPROACH: Climb to 3000 vis DOB R-286 to CYLON and hold.

ATIS ★ <b>269.5</b>	ATLANTA APP CON <b>121.0 268.7</b>	DOBBINS TOWER ★ <b>120.75 370.875</b>	GND CON <b>125.3 275.8</b>	ASR/PAR
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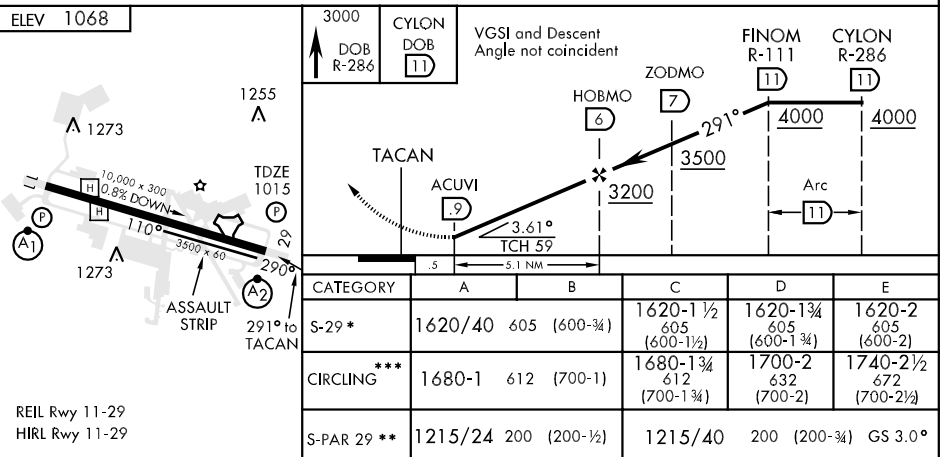
\*\*\* Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.  
 Circling to assault strip not authorized.

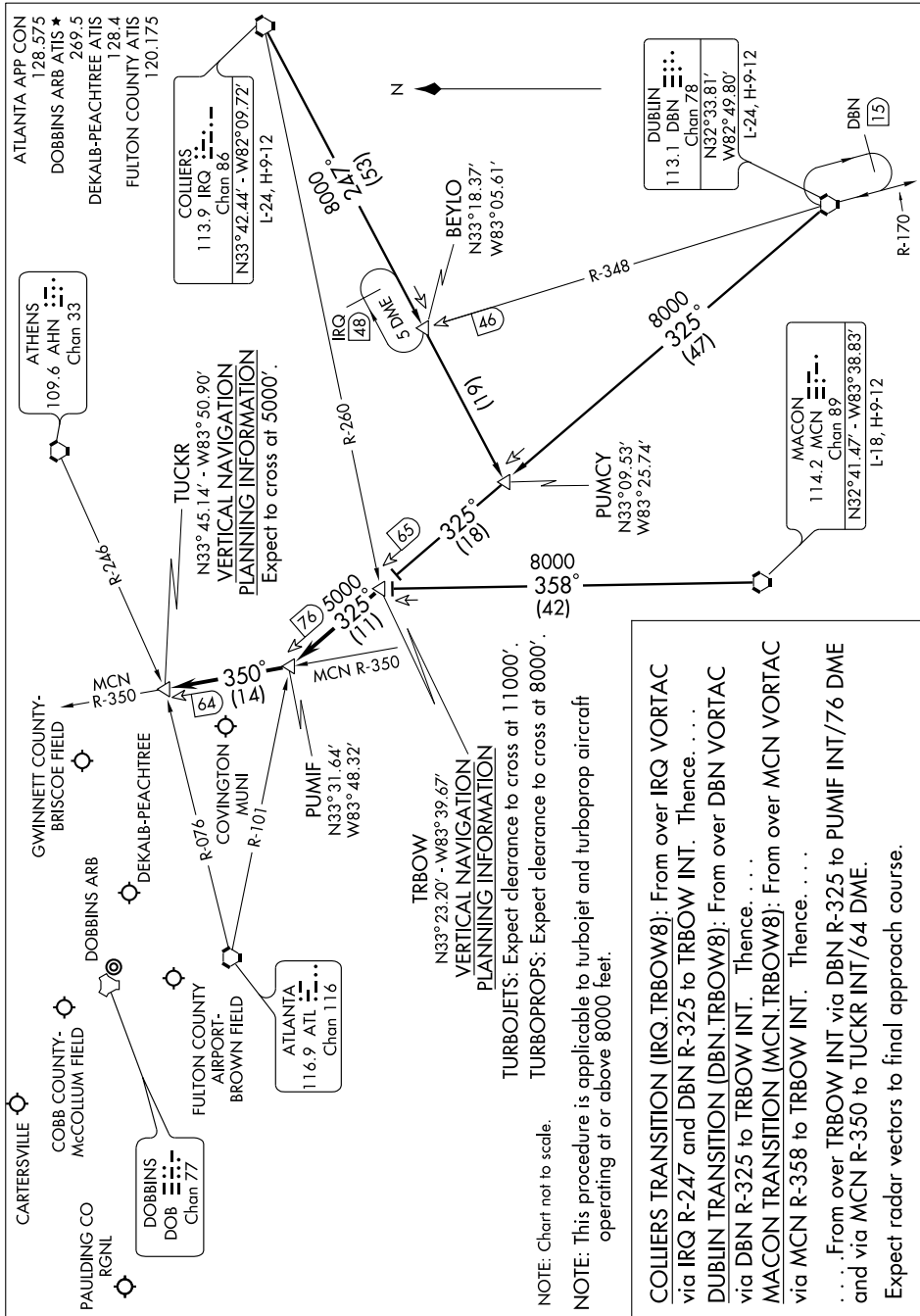
**RADAR REQUIRED**



EMERG SAFE ALT 100 NM 7800

ELEV 1068





NDB RWY 21

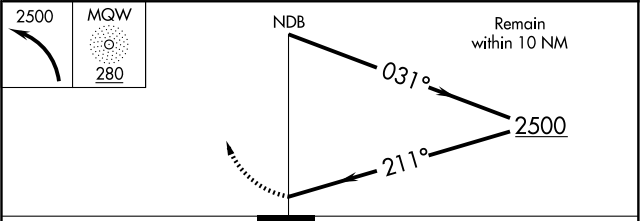
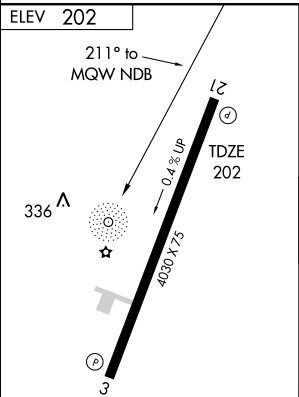
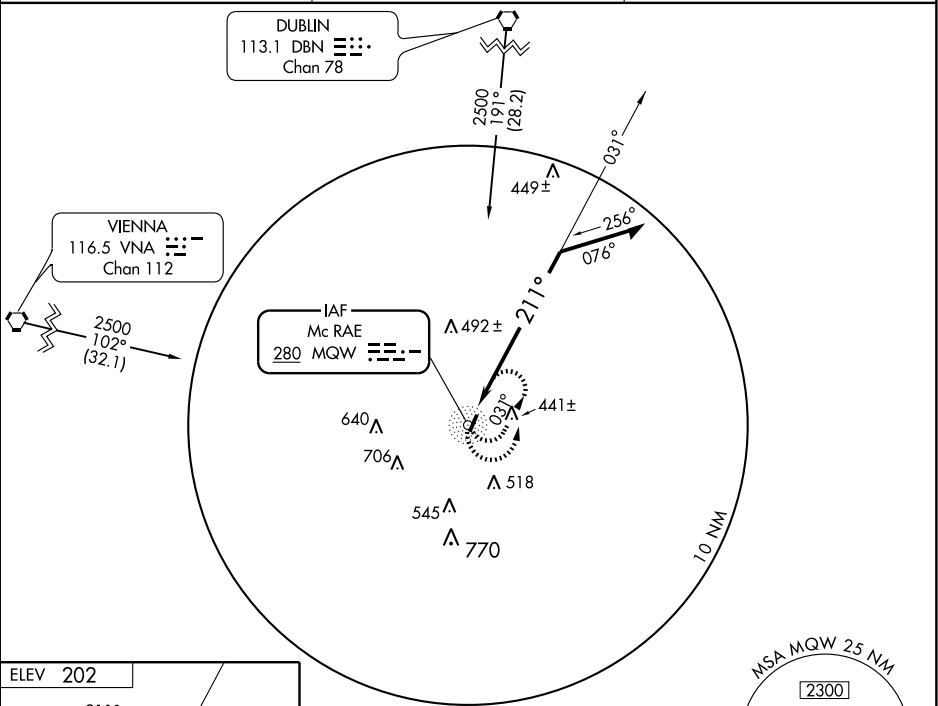
MCRAE/ TELFAIR-WHEELER (MQW)

NDB	MQW	APP CRS	Rwy Idg	4030
<u>280</u>		211°	TDZE	202
			Apt Elev	202

Visibility reduction by helicopters NA.  
Use Vidalia altimeter setting; when not received,  
use Alma altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 in MQW NDB  
holding pattern, continue climb-in-hold to 2500.

VIDALIA AWOS-3 119.925	JACKSONVILLE CENTER 132.3 290.4	CTAF 122.9 0
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CATEGORY	A	B	C	D
S-21	1000-1 798 (800-1)	1000-1¼ 798 (800-1¼)	1000-2¼ 798 (800-2¼)	1000-2½ 798 (800-2½)
CIRCLING	1000-1 798 (800-1)	1000-1¼ 798 (800-1¼)	1000-2¼ 798 (800-2¼)	1000-2½ 798 (800-2½)







APP CRS	Rwy Idg	5002
096°	TDZE	197
	Apt Elev	197

# RNAV (GPS) RWY 10

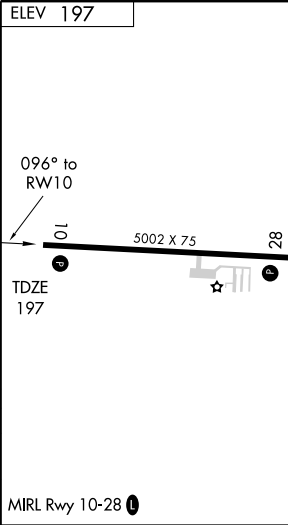
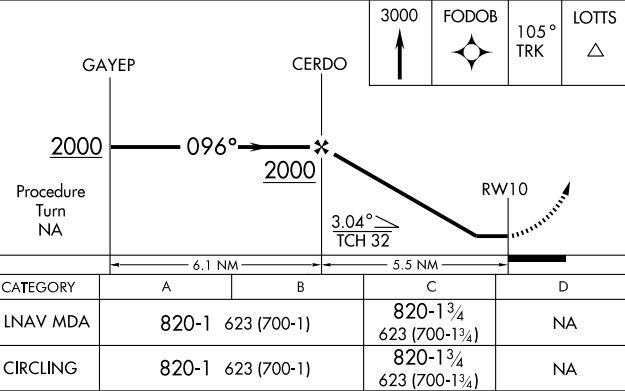
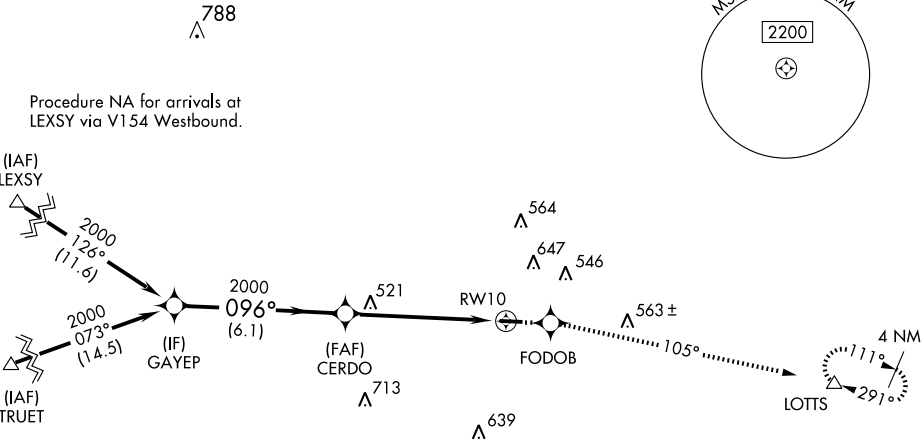
METTER MUNI (MHP)

▼ Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet.  
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FODOB and via 105° track to LOTS and hold.

JACKSONVILLE CENTER  
132.5 363.2

UNICOM  
123.0 (CTAF) 0





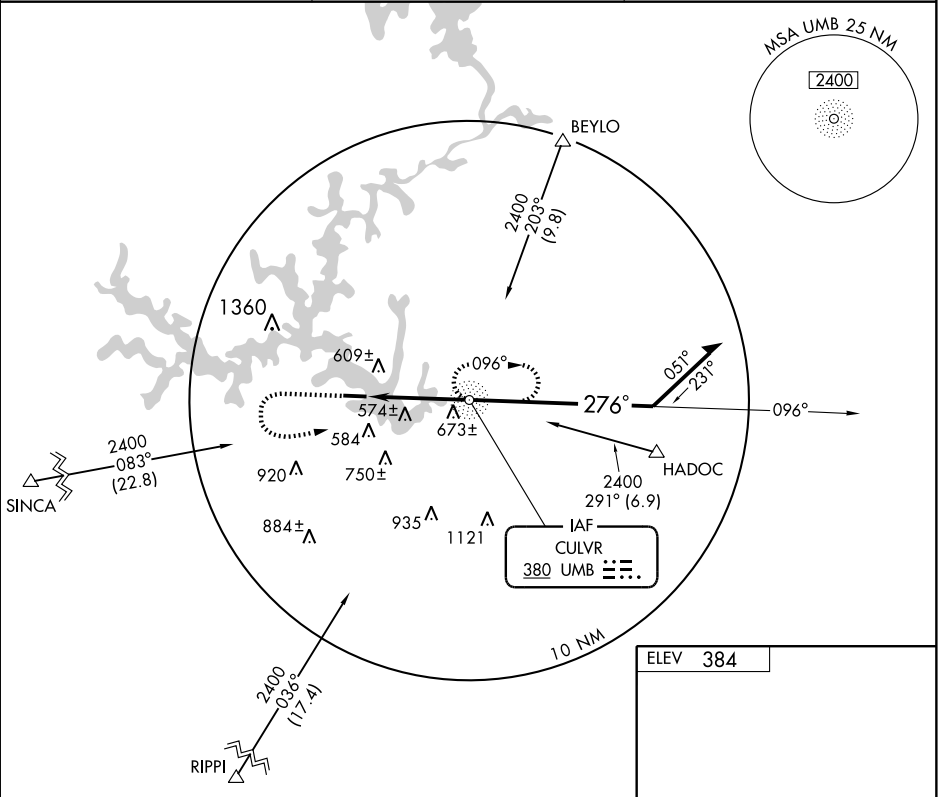
▼

▲ NA

When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold.

AWOS-3 120.925	ATLANTA APP CON ★ 124.2 279.6	UNICOM 122.8 (CTAF) 0
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1400

↑

2400

↙

UMB

○

380

NDB

096°

2400

276°

1600

3.07°

TCH 52

3.7 NM

Remain within 10 NM

TDZE 380

5509 X 99

0.5% UP

276° 3.7 NM from FAF

CATEGORY	A	B	C	D
S-28	960-1	580 (600-1)	NA	
CIRCLING	960-1	576 (600-1)	NA	

MIRL Rwy 10-28 0

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 17 DEC 2009 to 14 JAN 2010

▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 100 feet. Inoperative table does not apply.

MALSF

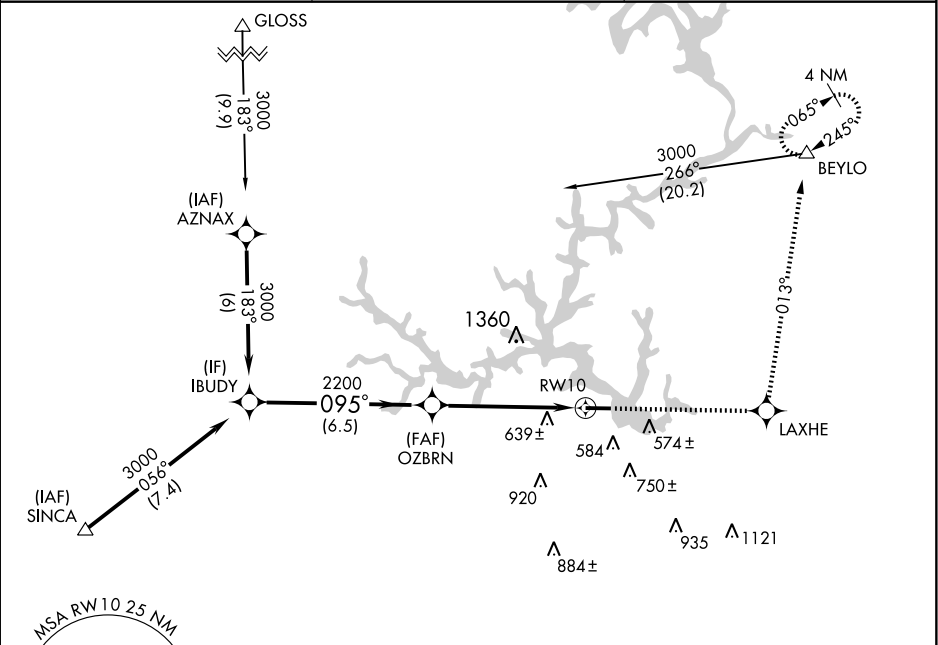
⬢

-

≡

MISSED APPROACH: Climb to 3000 direct LAXHE and via 013° track to BEYLO and hold.

AWOS-3 120.925	ATLANTA APP CON ★ 124.2 279.6	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA

IBUDY

3000

095°

2200

3.04° TCH 45

6.5 NM

5.5 NM

RWY 10

3000

LAXHE

013° trk

BEYLO

TDZE 386

5509 X 99

0.5% UP

28

095° to RWY 10

CATEGORY	A	B	C	D
LNAV MDA	900-1	514 (600-1)	NA	NA
CIRCLING	920-1 536 (600-1)	940-1 556 (600-1)	NA	NA

MIRL Rwy 10-28 0

APP CRS	Rwy Idg	5509
275°	TDZE	380
	Apt Elev	384

RNAV (GPS) RWY 28

MILLEDGEVILLE/ BALDWIN COUNTY (MLJ)

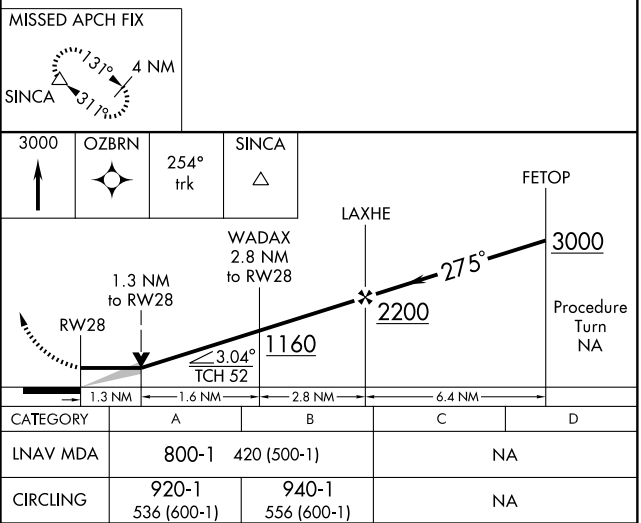
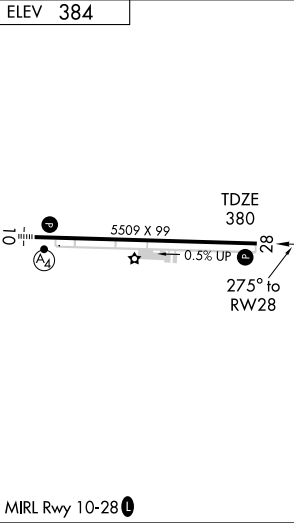
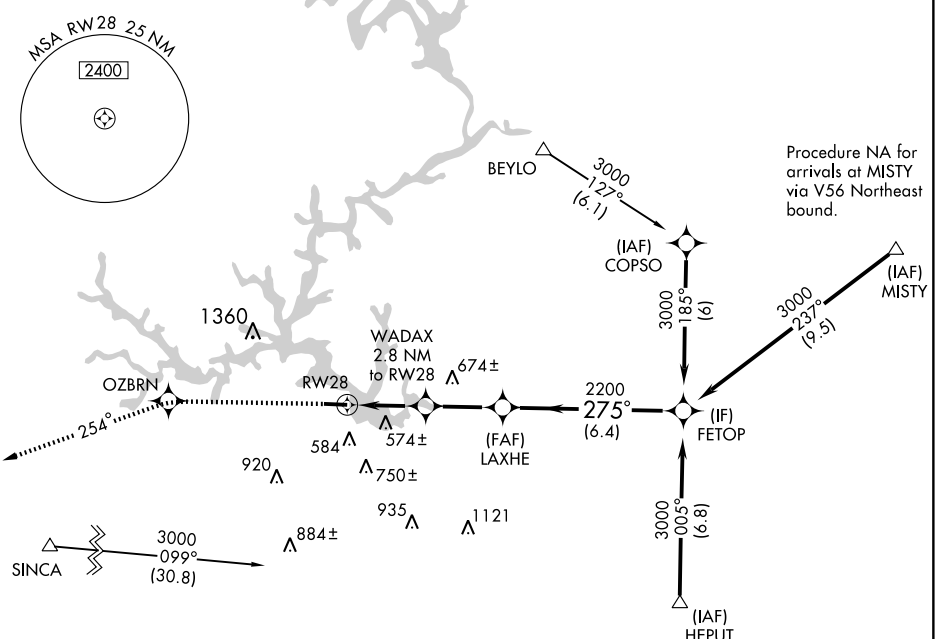
▼

▲ NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Middle Georgia Rgnl alimeter setting and increase all MDAs 100 feet. VDP NA when using Middle Georgia Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct OZBRN and via 254° track to SINCA and hold.

AWOS-3 120.925	ATLANTA APP CON ★ 124.2 279.6	UNICOM 122.8 (CTAF) 0
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SE-4, 17 DEC 2009 to 14 JAN 2010

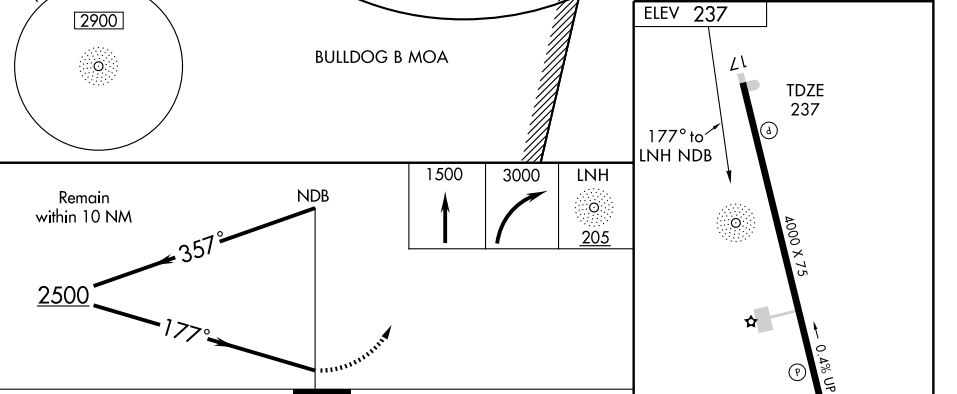
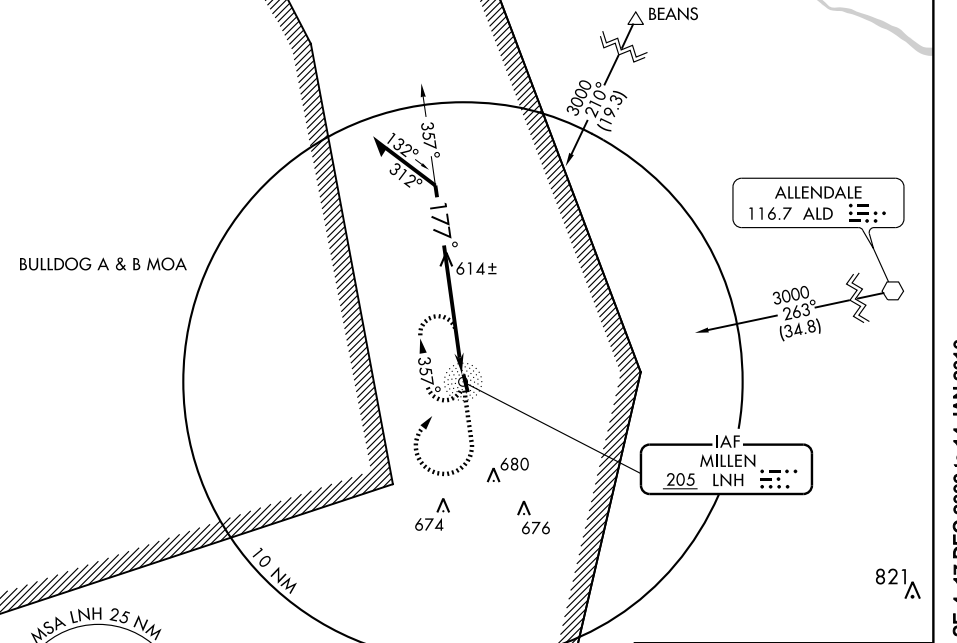
▼

▲ NA

Use Augusta Rgnl at Bush Field altimeter setting.  
Circling NA E of Rwy17-35.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct LNH NDB and hold.

AUGUSTA ASOS 132.75	AUGUSTA APP CON 126.8 270.3	CTAF 122.9
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CATEGORY	A	B	C	D
S-17	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)
CIRCLING	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)

MIRL Rwy 17-35	Knots	60	90	120	150	180
	Min:Sec					

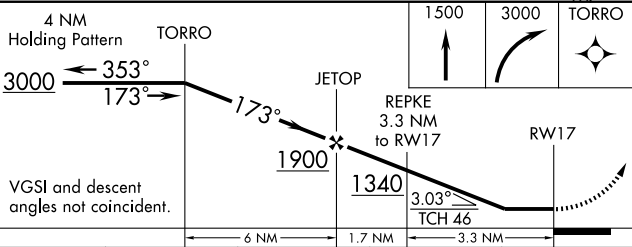
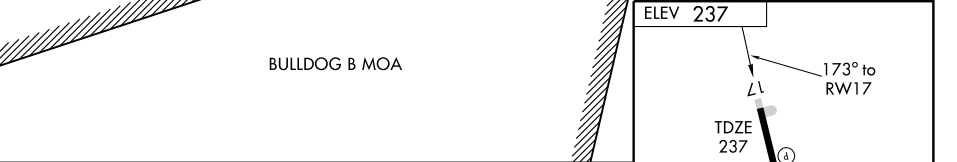
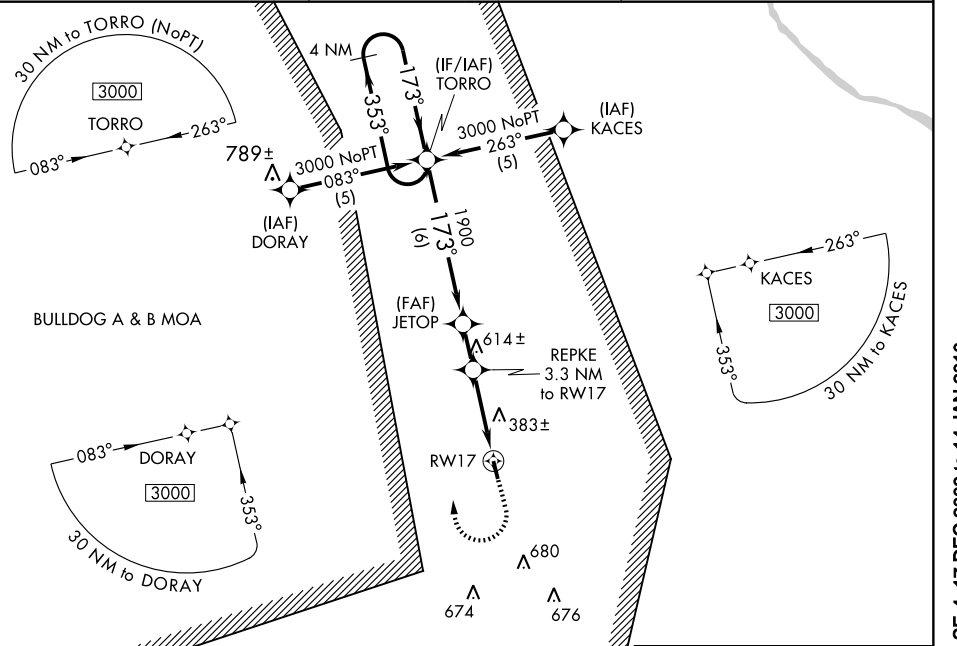
SE-4, 17 DEC 2009 to 14 JAN 2010

NA

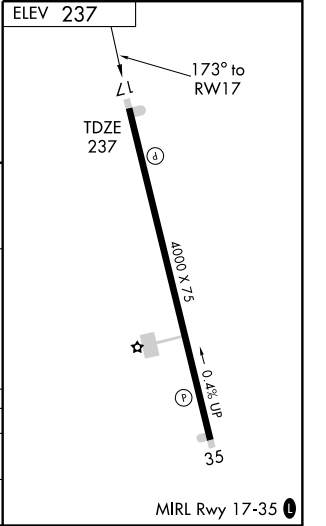
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
Use Augusta Rgnl at Bush Field altimeter setting.  
Circling NA E of Rwy 17-35.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TORRO WP and hold.

AUGUSTA ASOS 132.75	AUGUSTA APP CON 126.8 270.3	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	720-1 483 (500-1)	720-1 483 (500-1)	720-1½ 483 (500-1½)	720-1½ 483 (500-1½)
CIRCLING	760-1 523 (600-1)	780-1 543 (600-1)	780-1½ 543 (600-1½)	800-2 563 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010



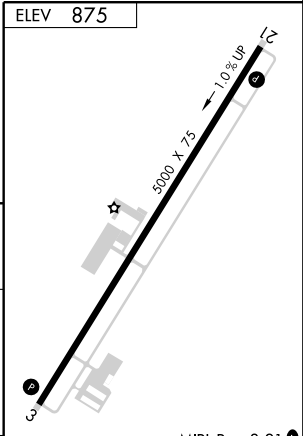
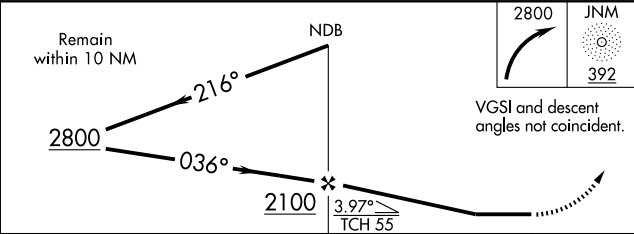
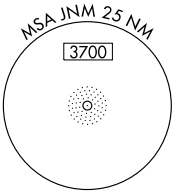
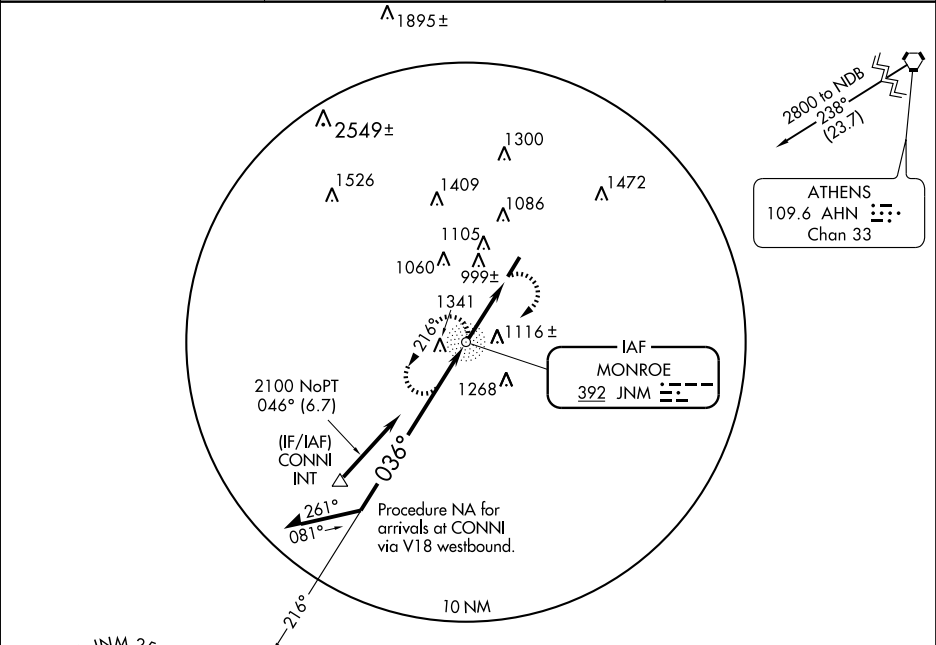
NDB JNM	APP CRS	Rwy Idg TDZE	N/A
392	036°	Apt Elev	875

NDB-A

MONROE-WALTON COUNTY (D73)

<p><b>▼</b> <b>▲ NA</b></p>	<p>When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 2800 direct JNM NDB and hold, continue climb-in-hold to 2800.</p>
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AWOS-A 392	ATLANTA APP CON 126.975 239.275	CTAF 122.9 0
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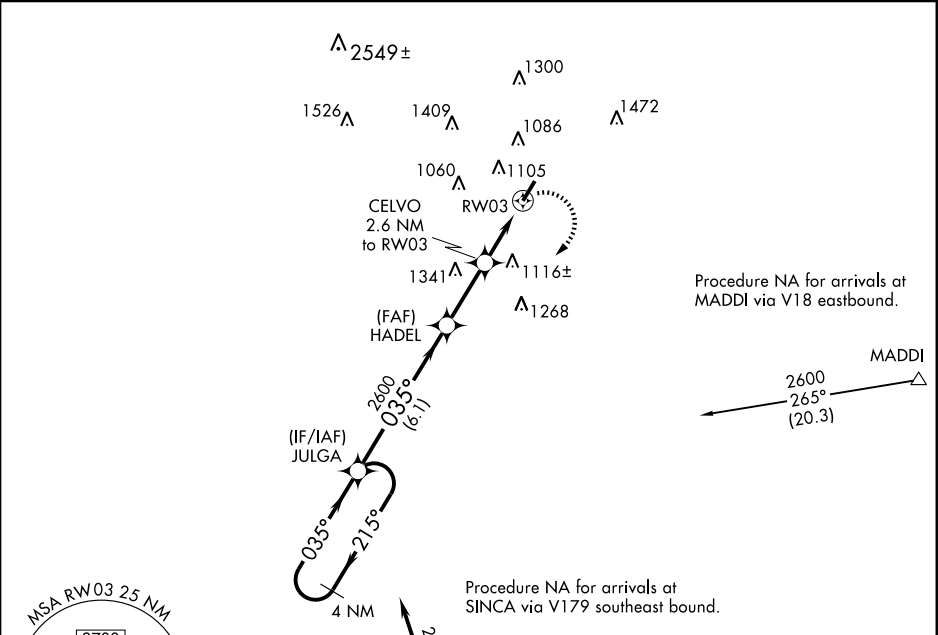
CATEGORY	A	B	C	D	FAF to MAP 2.8 NM					
CIRCLING	1460-1	585 (600-1)	1460-1½ 585 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	2:48	1:52	1:24	1:07	0:56

APP CRS	Rwy Idg	5000
035°	TDZE	875
	Apt Elev	875

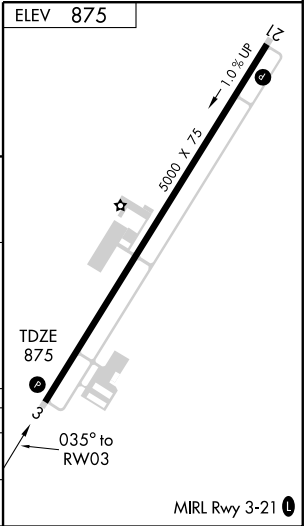
RNAV (GPS) RWY 3  
MONROE-WALTON COUNTY (D73)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 2600 direct JULGA and hold.</p>
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AWOS-A 392	ATLANTA APP CON 126.975 239.275	CTAF 122.9
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<p>4 NM Holding Pattern</p> <p>JULGA</p> <p>HADEL</p> <p>CELVO 2.6 NM to RW03</p> <p>RW03</p> <p>2600</p> <p>215°</p> <p>035°</p> <p>3.05° TCH 40</p> <p>1740</p> <p>6.1 NM</p> <p>2.6 NM</p> <p>2.6 NM</p> <p>VGSI and descent angles not coincident.</p>				
CATEGORY	A	B	C	D
LNAV MDA	1380-1	505 (600-1)	1380-1½ 505 (600-1½)	NA
CIRCLING	1460-1	585 (600-1)	1460-1½ 585 (600-1½)	NA





APP CRS	Rwy Idg	<b>4220</b>
<b>185°</b>	TDZE	<b>337</b>
	Apt Elev	<b>337</b>

## RNAV (GPS) RWY 18

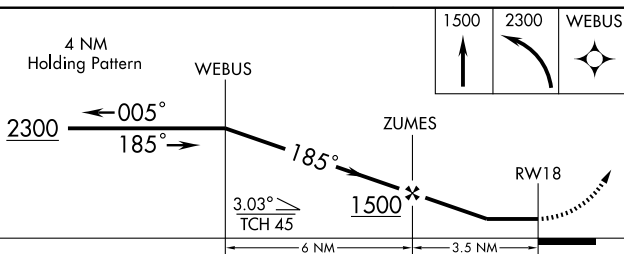
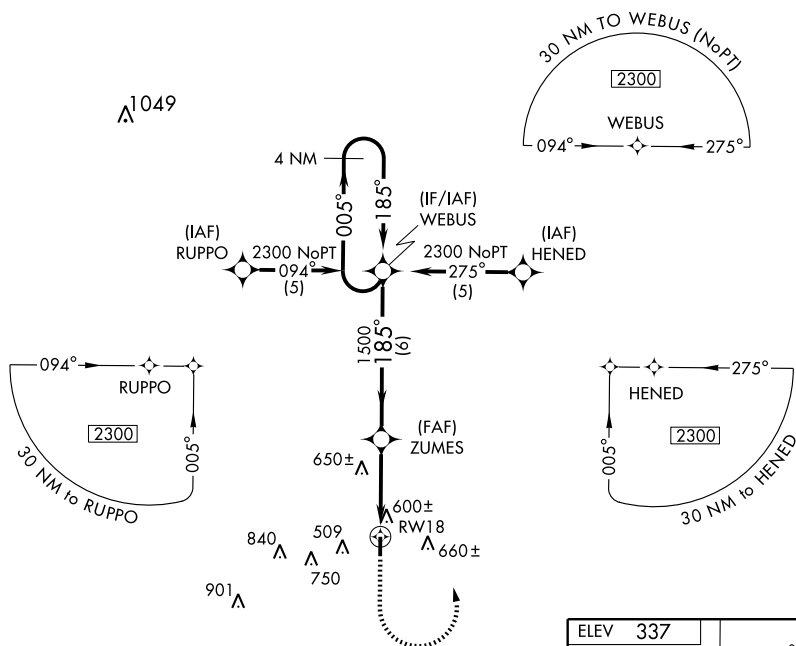
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)



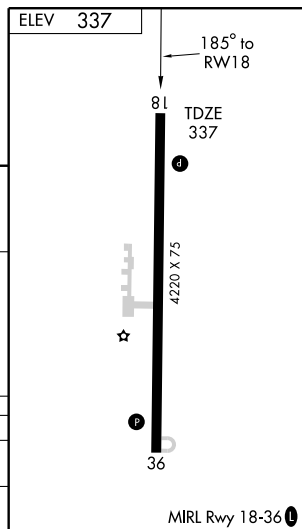
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
Use Americus altimeter setting; if not received use  
Macon altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2300 direct WEBUS WP and hold.

ATLANTA APP CON ★  
124.2 279.6

CTAF  
122.9 L

CATEGORY	A	B	C	D
LNAV MDA	960-1	623 (700-1)	960-1 $\frac{3}{4}$ 623 (700-1 $\frac{3}{4}$ )	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA



APP CRS	Rwy Idg	<b>4220</b>
<b>005°</b>	TDZE	<b>337</b>
	Apt Elev	<b>337</b>

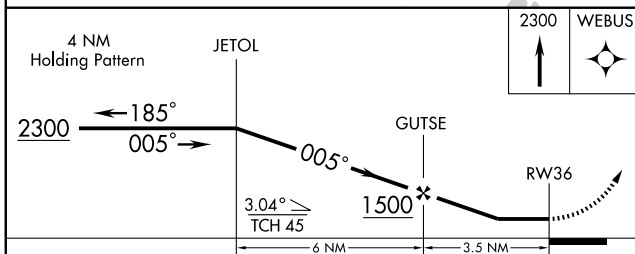
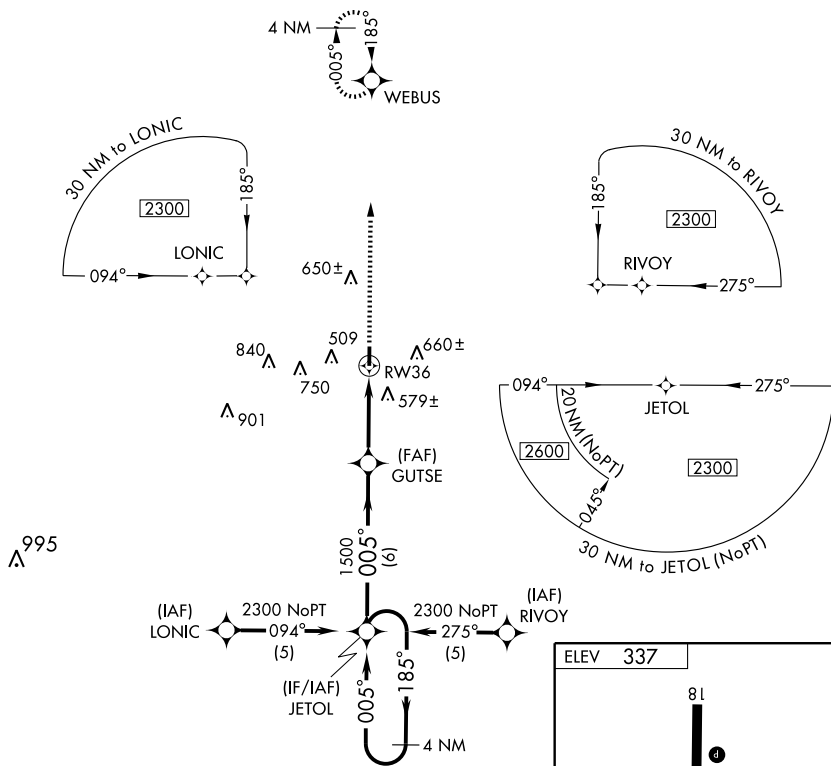
## RNAV (GPS) RWY 36

MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

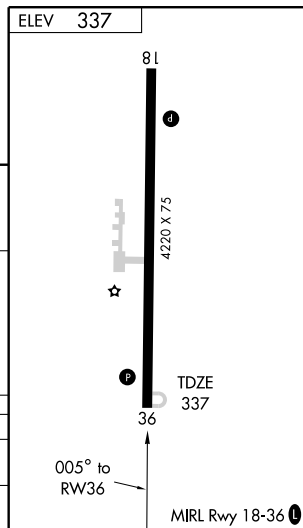
**T** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
**A** NA Use Americus altimeter setting; if not received use  
 Macon altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 2300 direct WEBUS WP and hold.

ATLANTA APP CON ★  
124.2 279.6

CTAF  
122.9 

CATEGORY	A	B	C	D
LNAV MDA	900-1	563 (600-1)	900-1½ 563 (600-1½)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA





WAAS CH <b>82603</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Idg <b>5129</b> TDZE <b>289</b> Apt Elev <b>294</b>
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# RNAV (GPS) RWY 4

## MOULTRIE MUNI (MGR)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. Baro-VNAV and VDP NA when using Valdosta altimeter setting.

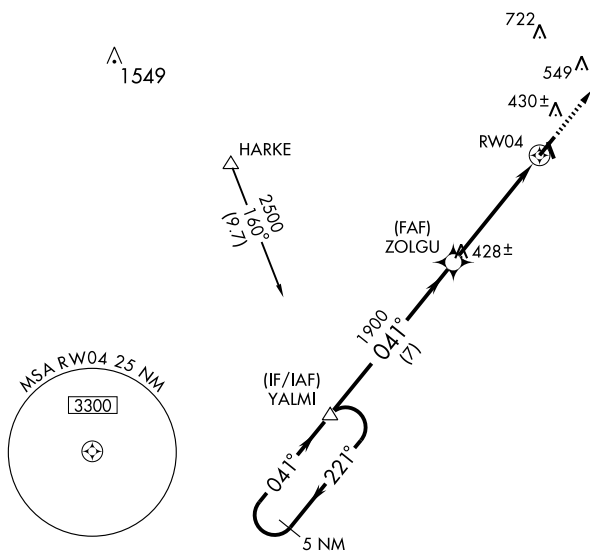
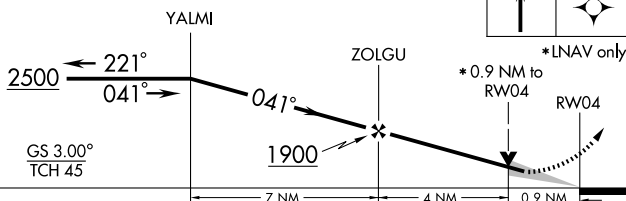
**MISSED APPROACH:**  
Climb to 2500 direct  
TUMVY and hold.

AWOS-3  
118.925

VALDOSTA APP CON ★  
126.6 285.6

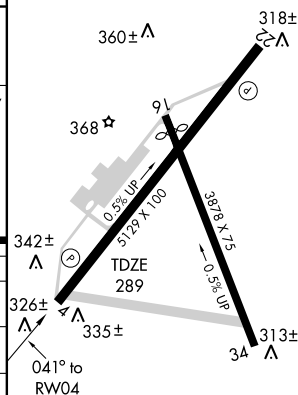
UNICOM  
122.8 (CTAF) **L**

MISSED APCH FIX  
5 NM

5 NM  
Holding Pattern

CATEGORY	A	B	C	D
LPV DA	539-1 250 (300-1)			
LNAV/ VNAV DA	605-1½ 316 (400-1½)			
LNAV MDA	600-1 311 (400-1)			
CIRCLING	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)

ELEV	294	Rwy 16 ldg 3618'
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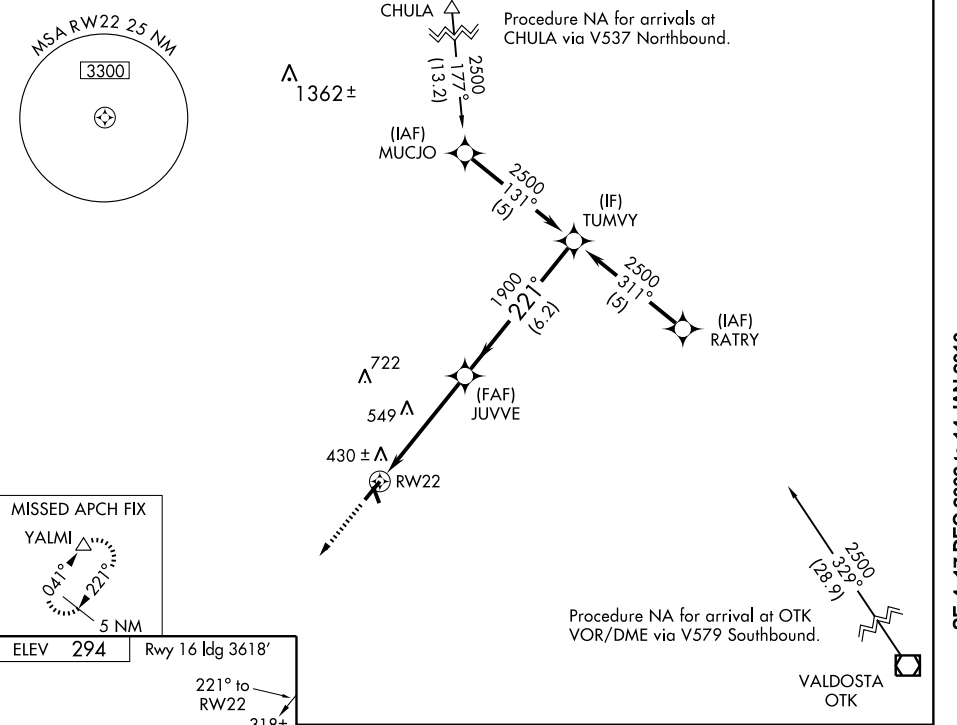
MIRL Rwy 4-22 **L**

WAAS	APP CRS	Rwy Idg	5129
CH 93803	221°	TDZE	294
W22A		Apt Elev	294

▼ If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲ MISSED APPROACH: Climb to 2500 direct YALMI and hold.

AWOS-3 118.925	VALDOSTA APP CON ★ 126.6 285.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	637-1¼ 343 (400-1¼)			
LNAV/VNAV DA	730-1½ 436 (500-1½)			
LNAV MDA	800-1 506 (600-1)		800-1½ 506 (600-1½)	
CIRCLING	800-1 506 (600-1)		800-1½ 506 (600-1½)	860-2 566 (600-2)



VOR/DME MGR	APP CRS	Rwy Idg	5129
108.8	214°	TDZE	294
Chan 25		Apt Elev	294

VOR RWY 22  
MOULTRIE MUNI (MGR)

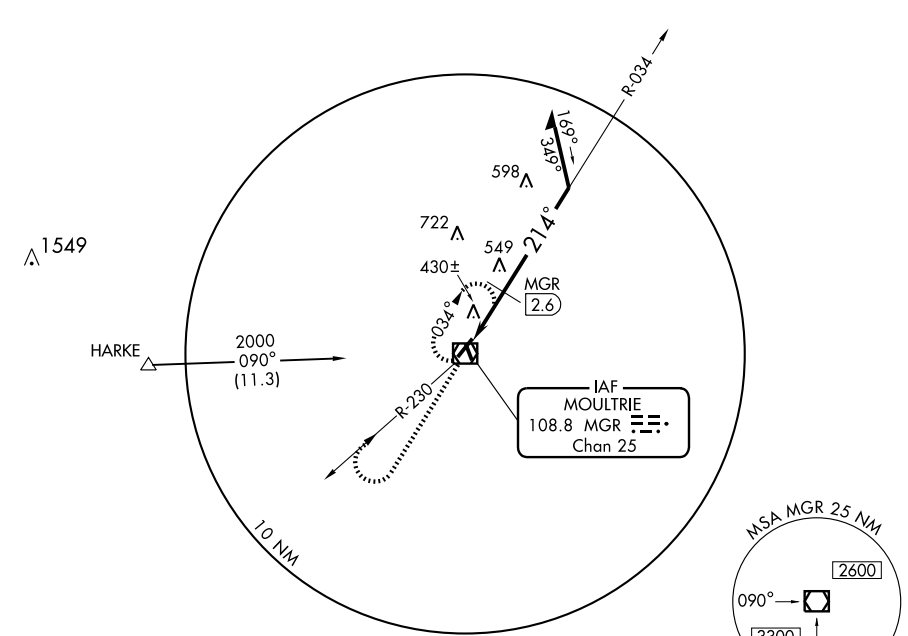
Obtain local altimeter on CTAF when not received use Valdosta altimeter setting and increase all MDAs 100 feet and visibility Cats B, C and D ¼ mile; DME MINIMUMS visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2000 then right turn via MGR R-230 to MGR VOR/DME and hold.

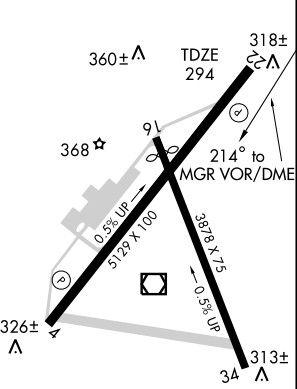
AWOS-3  
118.925

VALDOSTA APP CON ★  
126.6 285.6

UNICOM  
122.8 (CTAF) 0



ELEV 294 Rwy 16 Idg 3618'



MIRL Rwy 4-22 0

Knots	60	90	120	150	180
Min:Sec					

2000

MGR R-230 108.8

MGR 108.8

VOR/DME

034°

214°

2000

\*1000

0.6 2 NM

Remain within 10 NM

\*1100 when using Valdosta altimeter setting.

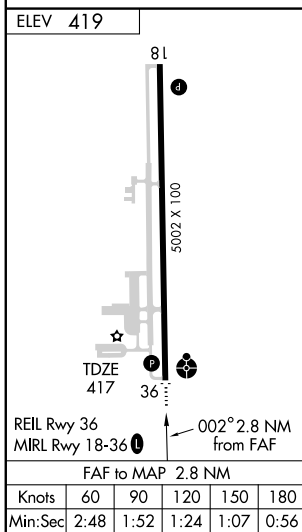
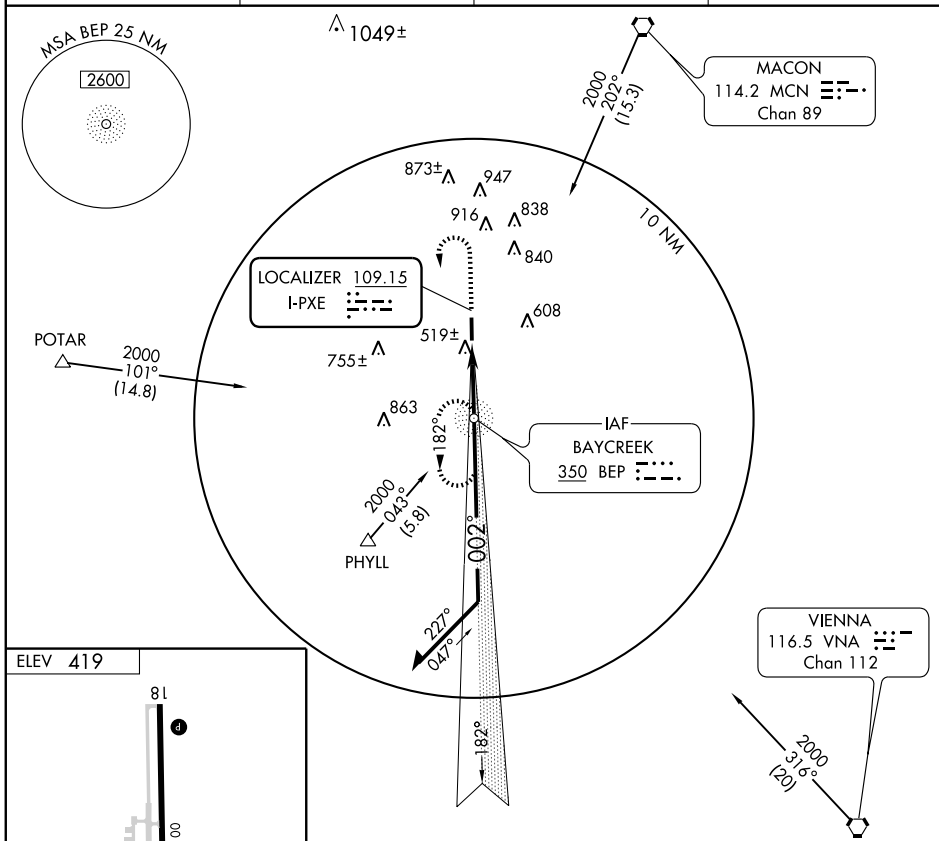
CATEGORY	A	B	C	D
S-22	1000-1	706 (800-1)	1000-2 706 (800-2)	1000-2 ¼ 706 (800-2 ¼)
CIRCLING	1000-1	706 (800-1)	1000-2 706 (800-2)	1000-2 ¼ 706 (800-2 ¼)
DME MINIMUMS				
S-22	680-1 386 (400-1)			680-1 ¼ 386 (400-1 ¼)
CIRCLING	740-1 446 (500-1)	760-1 466 (500-1)	760-1 ½ 466 (500-1 ½)	860-2 566 (600-2)



LOC I-PXE <b><u>109.15</u></b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>417</b> <b>419</b>
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LOC RWY 36  
PERRY-HOUSTON COUNTY (PXE)

<div><div><div></div><div></div></div><div>NA</div></div>	If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply. <b>ADF REQUIRED</b>		<div><div>ODALS</div><div><div></div><div></div><div></div></div></div>	MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.	
	<div>AWOS-3</div> <div>123.825</div>	<div>ATLANTA APP CON★</div> <div>124.2 279.6</div>	<div>GCO</div> <div>121.725</div>	<div>UNICOM</div> <div>122.7 (CTAF) 0</div>	



<div><div>Remain within 10 NM</div><div><div><div>2000</div><div>182°</div><div>NDB</div><div>002°</div><div>1300</div><div>2.8 NM</div></div><div><div>1200</div><div>2000</div><div>BEP</div><div>350</div></div></div></div>				
CATEGORY	A	B	C	D
S-36	780-1 363 (400-1)			780-1¼ 363 (400-1¼)
CIRCLING	860-1 441 (500-1)	880-1 461 (500-1)	880-1½ 461 (500-1½)	980-2 561 (600-2)

NDB BEP	APP CRS	Rwy Idg	5002
350	001°	TDZE	417
		Apt Elev	418

NDB RWY 36  
PERRY-HOUSTON COUNTY (PXE)

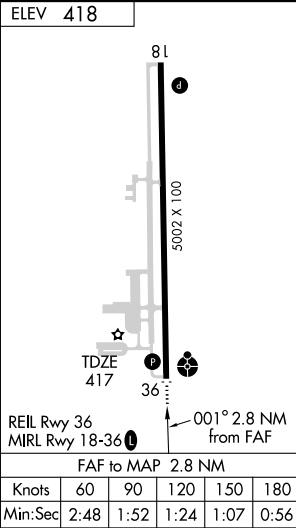
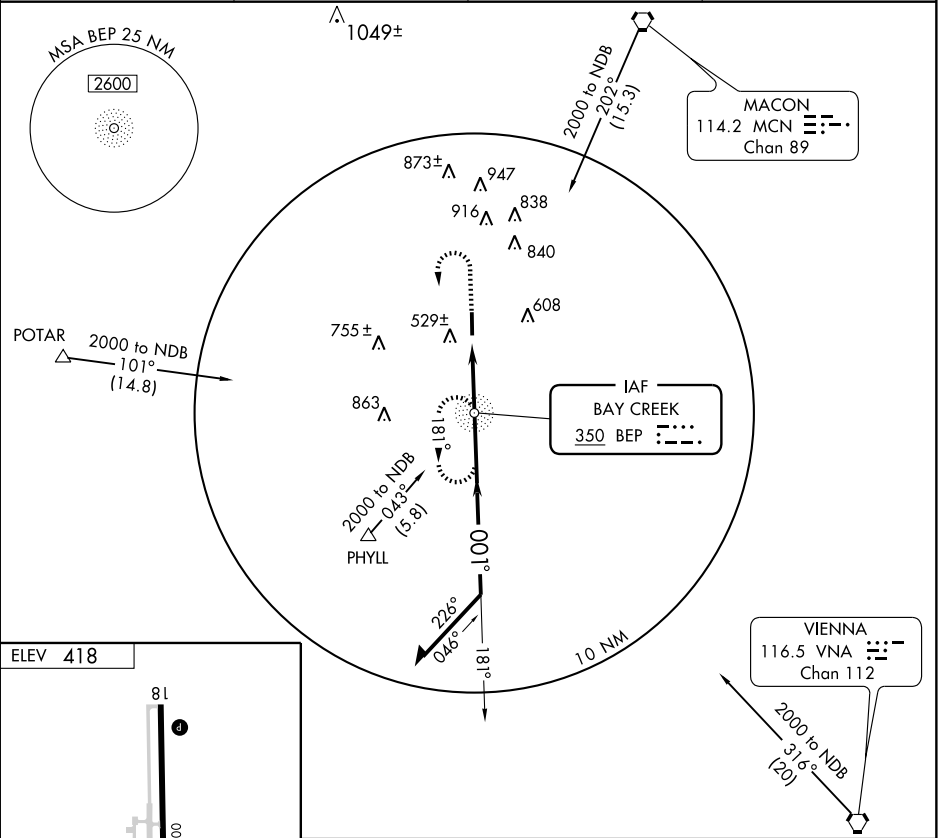
**NA**

If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.  
Inoperative table does not apply.

**ODALS**

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3 123.825	ATLANTA APP CON ★ 124.2 279.6	GCO 121.725	UNICOM 122.7 (CTAF) <b>0</b>
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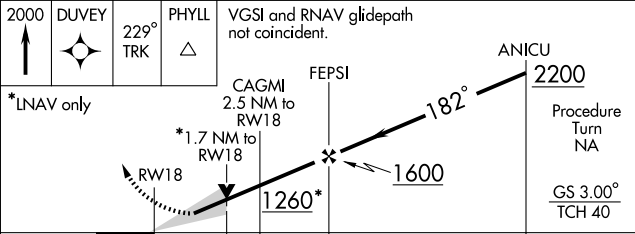
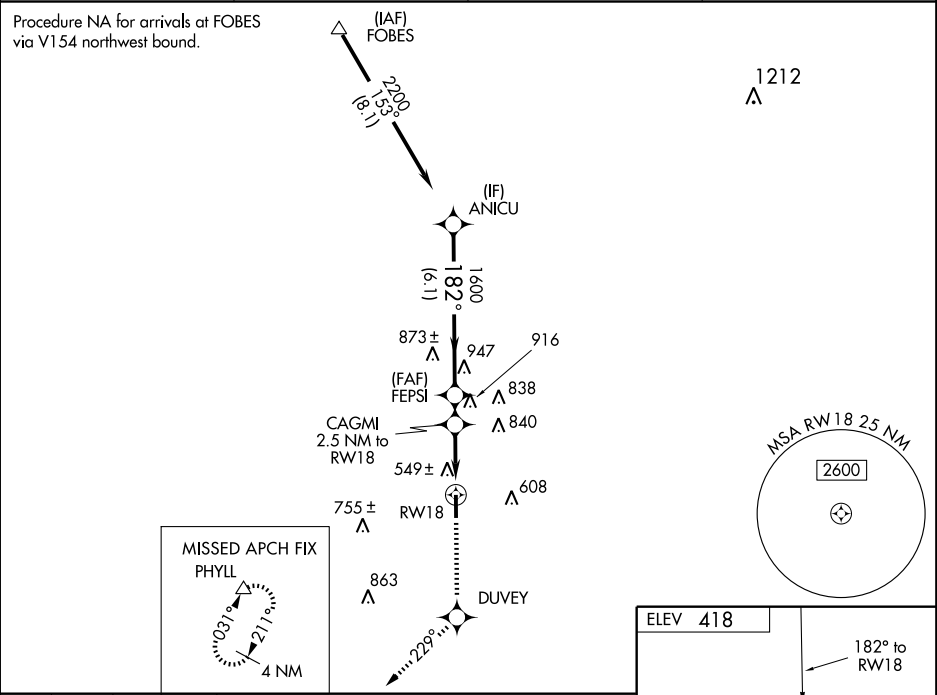
Remain within 10 NM		NDB	1200	2000	BEP 350
2000		181°	1300	001°	
2.8 NM					
CATEGORY	A	B	C	D	
S-36	840-1	423 (500-1)	840-1¼	423 (500-1¼)	
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)	
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

WAAS CH <b>87104</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev <b>5002</b> <b>418</b> <b>418</b>
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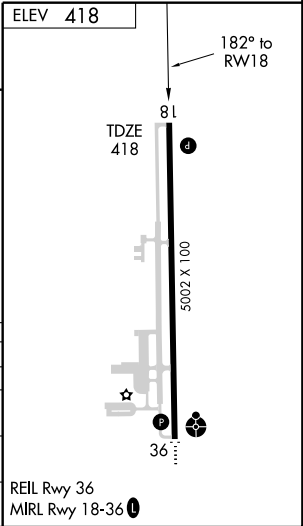
RNAV (GPS) RWY 18  
PERRY-HOUSTON COUNTY (PXE)

<div><div>▼</div><div>▲ NA</div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA.</div>	MISSED APPROACH: Climb to 2000 direct DUEY and via 229° track to PHYLL and hold.
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AWOS-3 <b>123.825</b>	ATLANTA APP CON* <b>124.2 279.6</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA	668-1 250 (300-1)			
LNAV/VNAV DA	854-1½ 436 (500-1½)			
LNAV MDA	980-1 562 (600-1)	980-1½ 562 (600-1½)	980-1¾ 562 (600-1¾)	
CIRCLING	980-1 562 (600-1)	980-1½ 562 (600-1½)	980-2 562 (600-2)	



WAAS CH <b>86805</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>417</b> <b>418</b>
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RNAV (GPS) RWY 36  
PERRY-HOUSTON COUNTY (PXE)

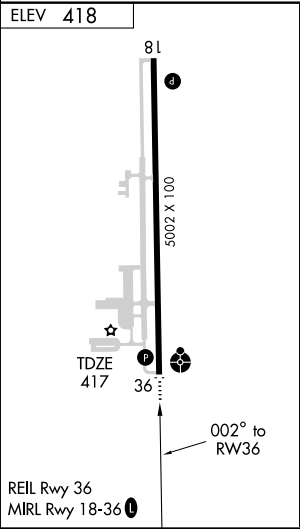
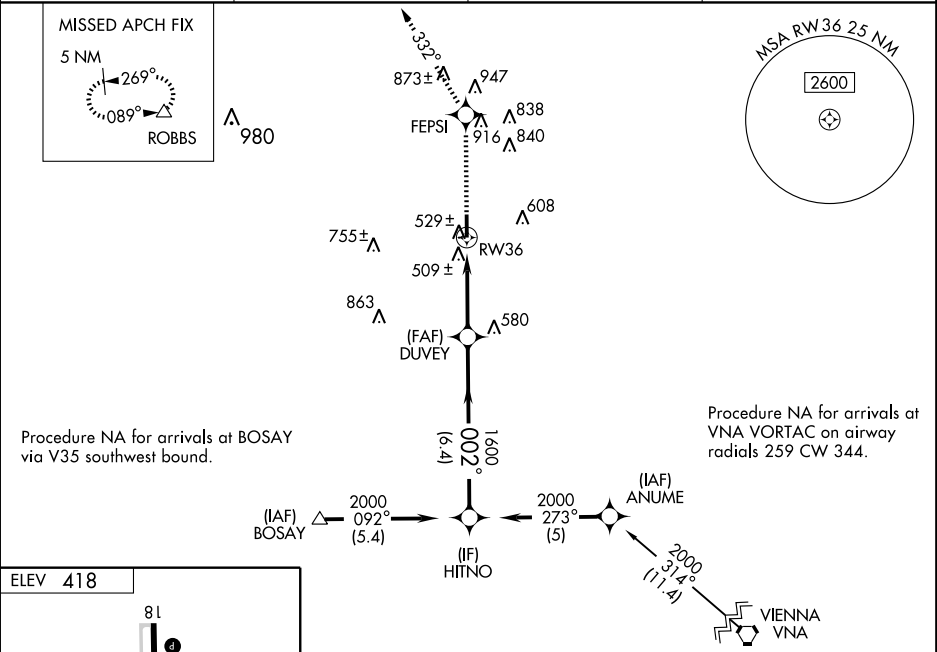
**NA**

If local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all DAs/MDA 40 feet. Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). VDP NA when using Middle Georgia Rgnl altimeter setting. Inoperative table does not apply to LNAV-VNAV. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climb to 2500 direct FEPSI and via 332° track to ROBBS and hold.

AWOS-3 <b>123.825</b>	ATLANTA APP CON* <b>124.2 279.6</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF)</b>
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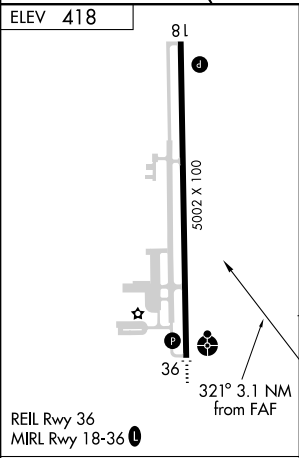
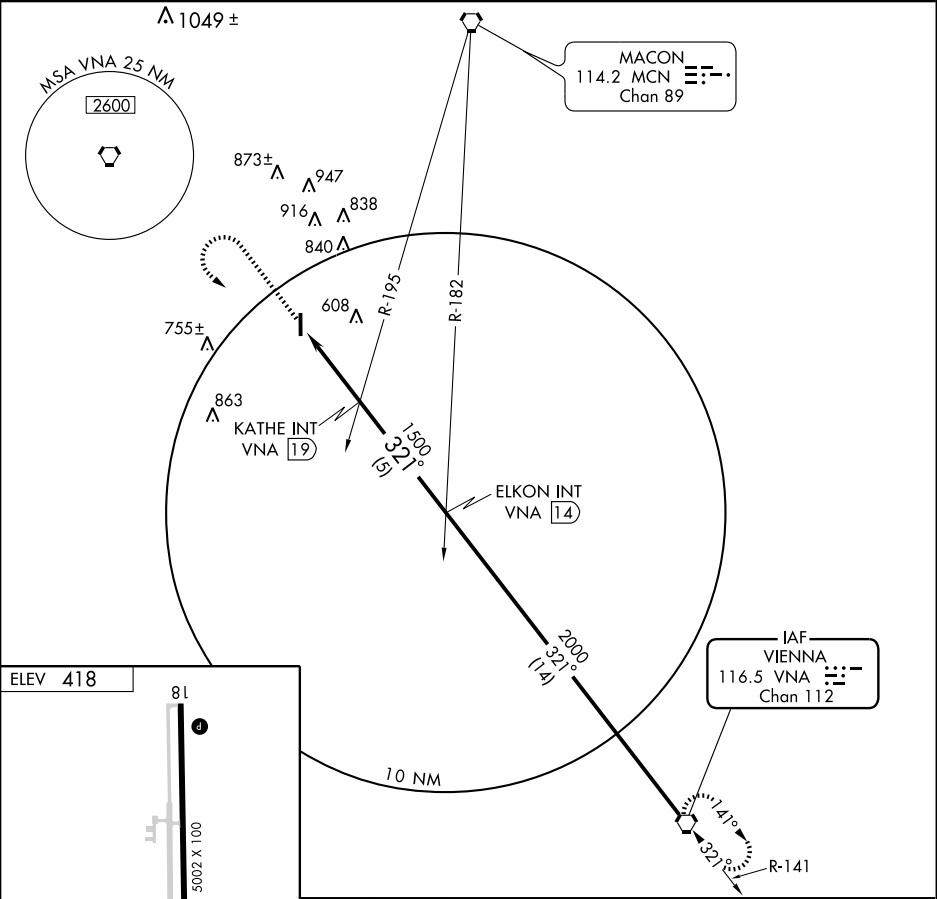
Procedure Turn NA	HITNO	VGSI and RNAV glidepath not coincident.			
2000	002°	DUVEY	2500	FEPSI	332° TRK
GS 3.00° TCH 45	1600		*1.1 NM to RW36		*LNAV only
	6.4 NM	2.5 NM	1.1		
CATEGORY	A	B	C	D	
LPV DA	778-1¼ 361 (400-1¼)				
LNAV/ VNAV DA	806-1½ 389 (400-1½)				
LNAV MDA	780-¾ 363 (400-¾)			780-1¼ 363 (400-1¼)	
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)	

VORTAC VNA <b>116.5</b> Chan <b>112</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>418</b>
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**NA** If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3 <b>123.825</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	GCO <b>121.725</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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FAF to MAP 3.1 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	860-1	880-1¼	880-1½	980-2
Min:Sec	3:06	2:04	1:33	1:14	1:02		442 (500-1)	462 (500-1¼)	462 (500-1½)	562 (600-2)

NDB PIM	APP CRS	Rwy Idg	5002
272	087°	TDZE	902
		Apt Elev	902

# NDB or GPS RWY 9

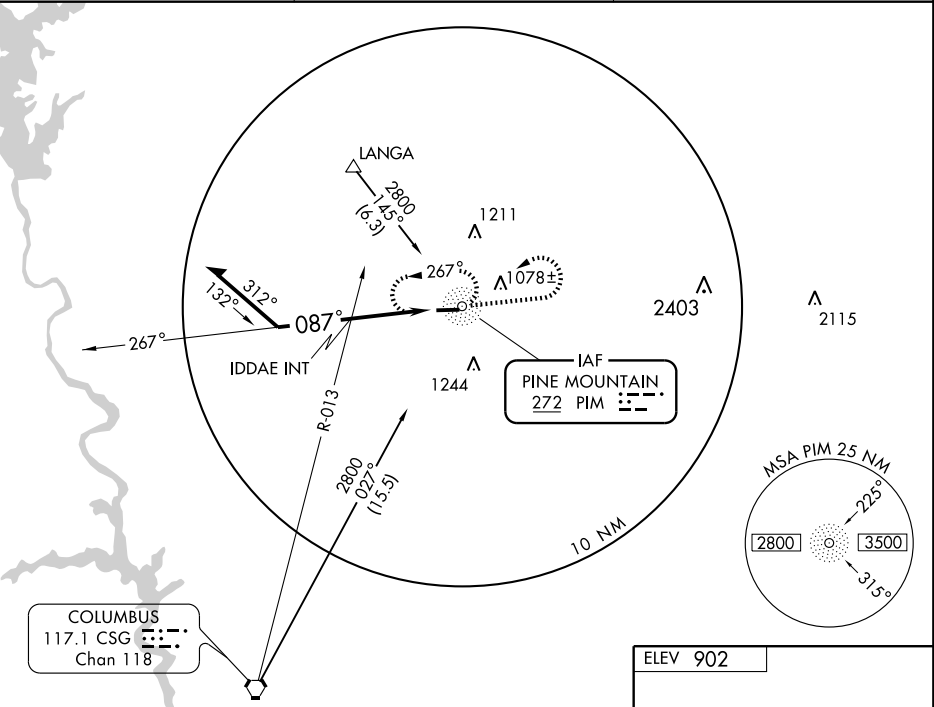
PINE MOUNTAIN/HARRIS COUNTY (PIM)

**▼**  
**▲ NA**

Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PIM NDB and hold.

ATLANTA APP CON ★ 125.5 323.1	CLNC DEL 127.7	UNICOM 122.8 (CTAF) 1
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Remain within 10 NM

NDB \*

2400 - 087°

IDDAE INT

# 1500

4 NM

2000

2800

PIM 272

\* Maintain 2500 or above until established outbound for procedure turn.

# 1560 when using Columbus altimeter setting.

CATEGORY	A	B	C	D
S-9	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1500-1¾ 598 (600-1¾)
CIRCLING	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1640-2¼ 738 (800-2¼)
IDDAE MINIMUMS				
S-9	1420-1 518 (600-1)		1420-1½ 518 (600-1½)	1420-1¾ 518 (600-1¾)
CIRCLING	1440-1 538 (600-1)		1440-1½ 538 (600-1½)	1640-2¼ 738 (800-2¼)

ELEV 902

087° to PIM NDB

5002 X 100

27

TDZE 902

MIRL Rwy 9-27 1

Knots	60	90	120	150	180
Min:Sec					



VORTAC LGC <b>115.6</b> Chan <b>103</b>	APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>902</b>
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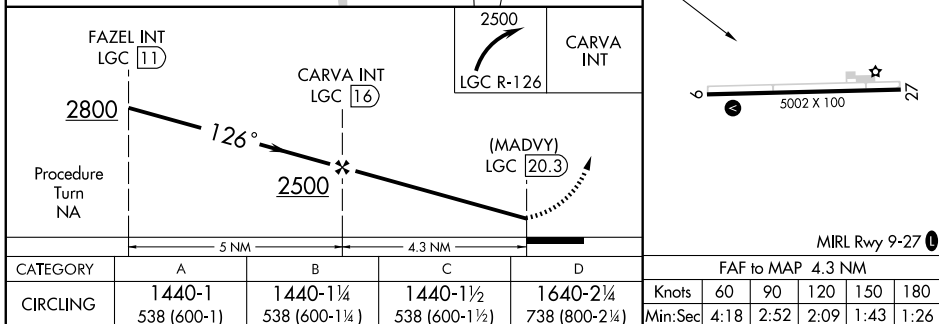
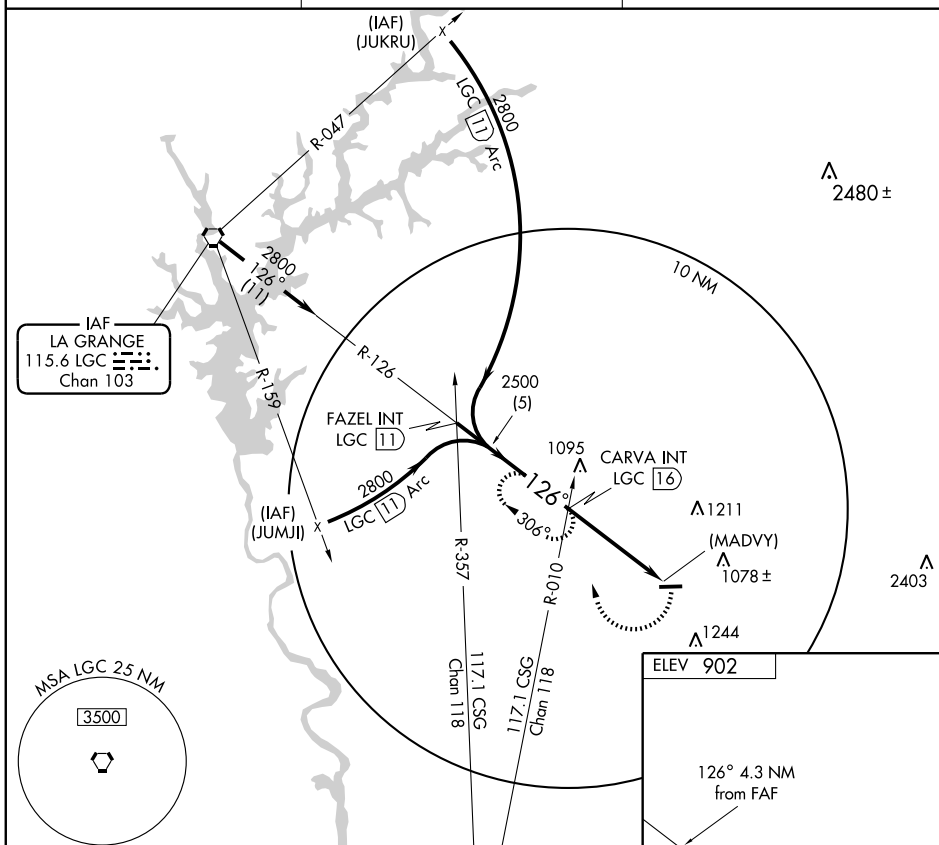
VOR or GPS-A  
PINE MOUNTAIN/HARRIS COUNTY (PIM)

<b>T</b>	Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.
<b>A NA</b>	

**MISSED APPROACH:** Climbing right turn to 2500 via LGC R-126 to CARVA Int/LGC 16 DME and hold.

ATLANTA APP CON ★  
125.5 323.1

CLNC DEL  
**127.7**

UNICOM  
122.8 (CTAF) **L**



NDB RVJ	APP CRS	Rwy Idg	3802
424	117°	TDZE	191
		Apt Elev	195

REIDSVILLE/ SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

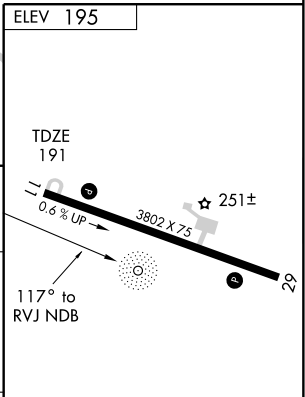
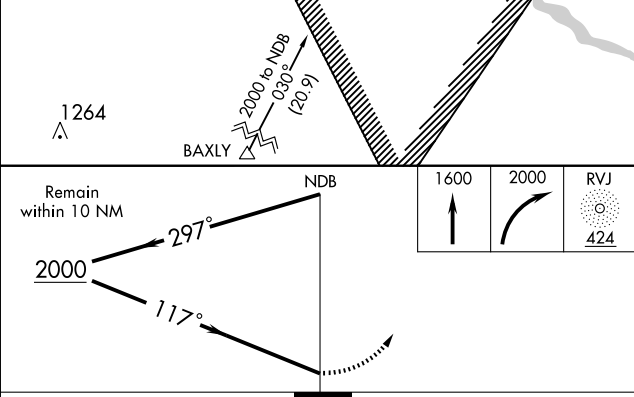
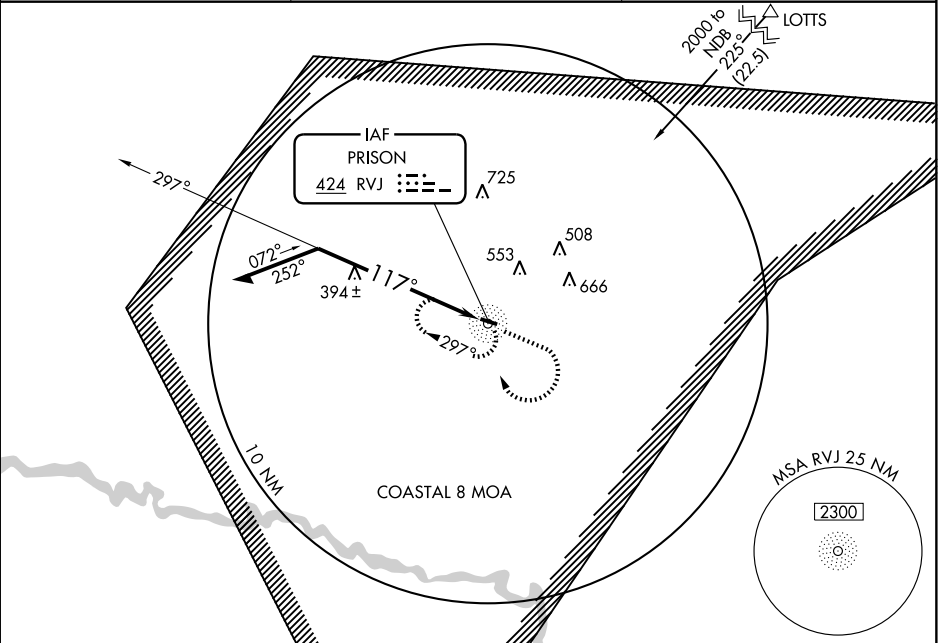
NDB RWY 11

Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct RVJ NDB and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 0



CATEGORY	A	B	C	D
S-11	800-1	609 (700-1)	800-1 3/4 609 (700-1 3/4)	NA
CIRCLING	800-1	605 (700-1)	800-1 3/4 605 (700-1 3/4)	NA


MIRL Rwy 11-29 0

Knots	60	90	120	150	180
Min:Sec					

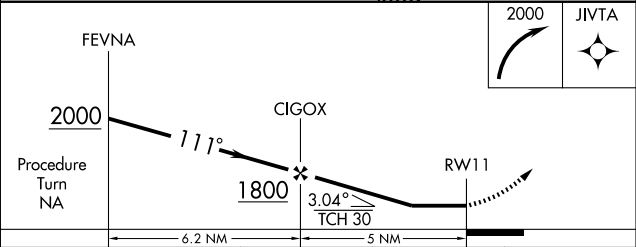
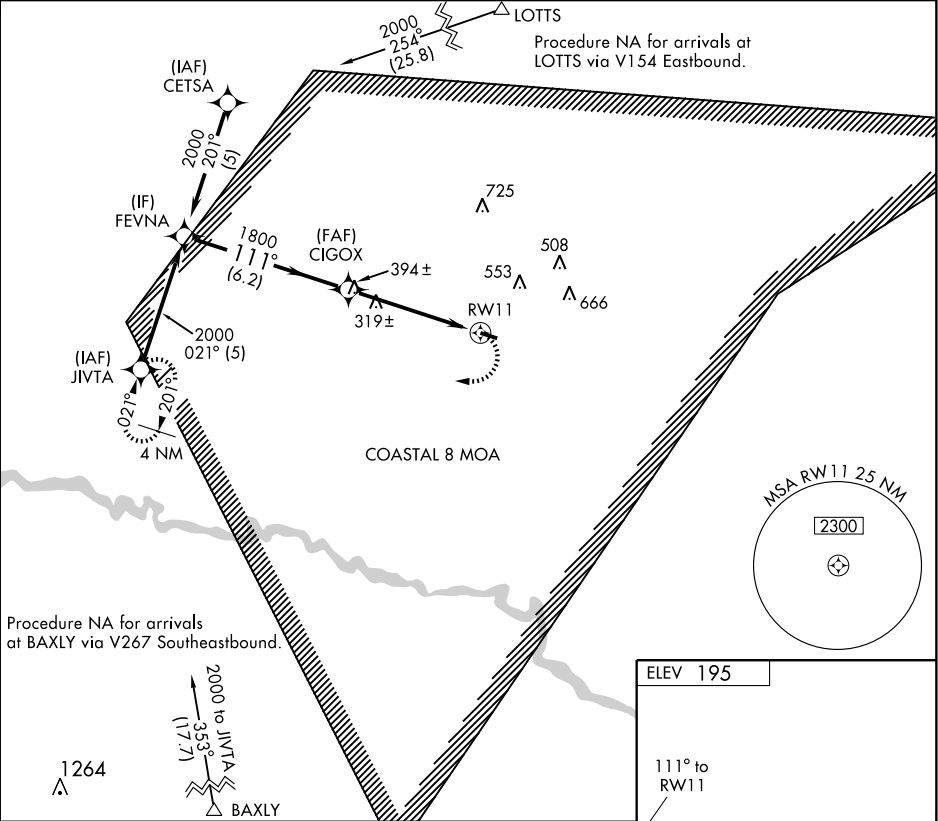
APP CRS	Rwy Idg	3802
111°	TDZE	191
	Apt Elev	195

RNAV (GPS) RWY 11

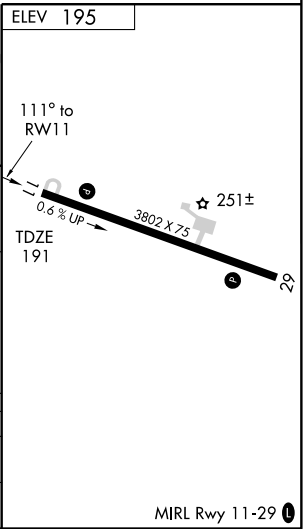
REIDSVILLE/SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

 <b>NA</b>	DME/DME RNP-0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.	MISSED APPROACH : Climbing right turn to 2000 direct JIVTA and hold.
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VIDALIA AWOS-3 <b>119.925</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	CTAF <b>122.9 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	620-1	429 (500-1)	620-1¼ 429 (500-1¼)	NA
CIRCLING	680-1	485 (500-1)	680-1½ 485 (500-1½)	NA



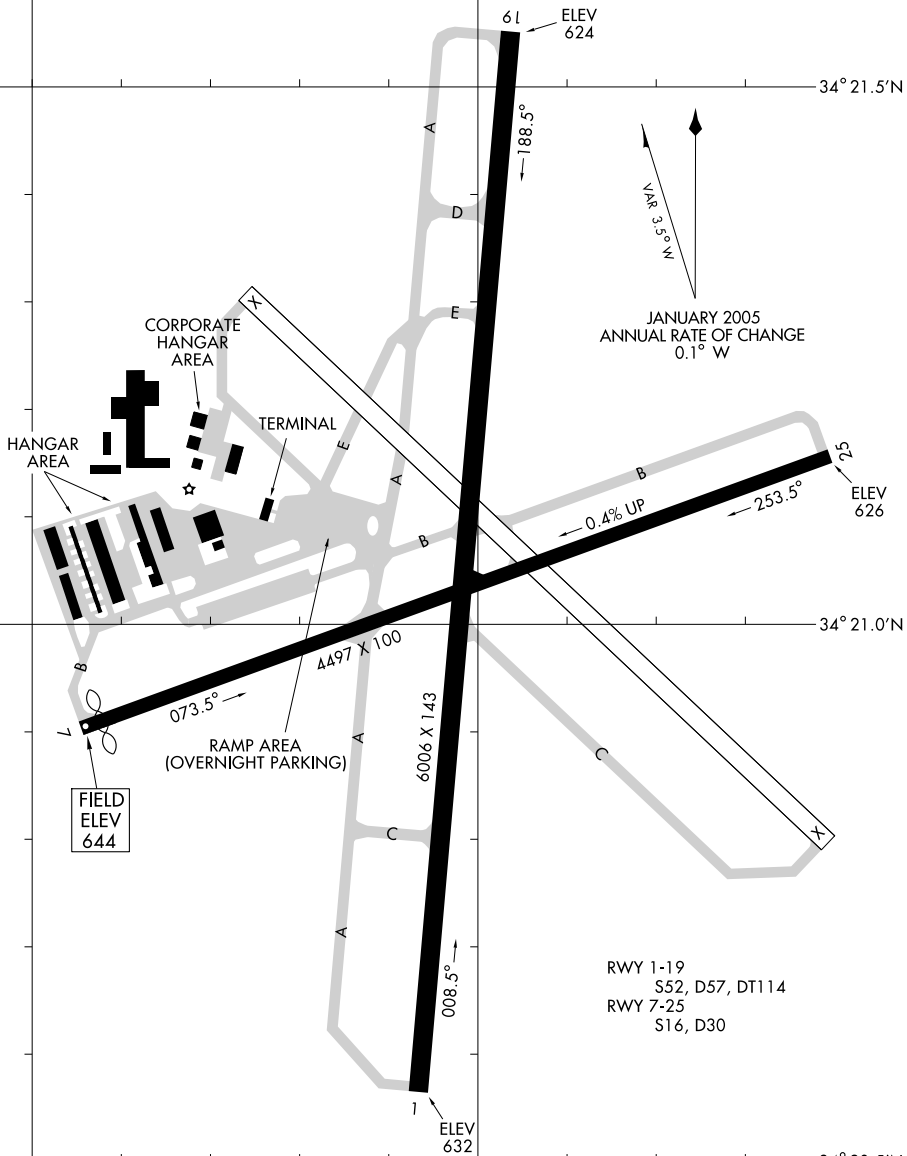
## AIRPORT DIAGRAM

AL-855 (FAA)

ROME/ RICHARD B. RUSSELL (RMG)

ROME, GEORGIA

ASOS  
119.925  
CTAF/UNICOM  
123.0



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 17 DEC 2009 to 14 JAN 2010

⚠ Circling not authorized northwest of Runways 7 and 19.

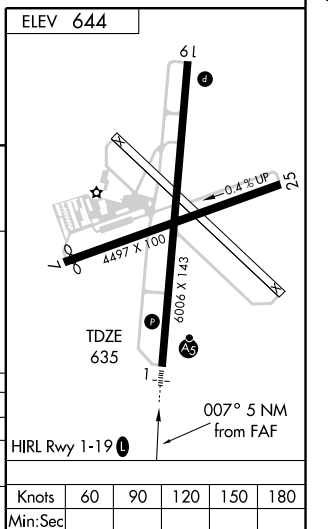
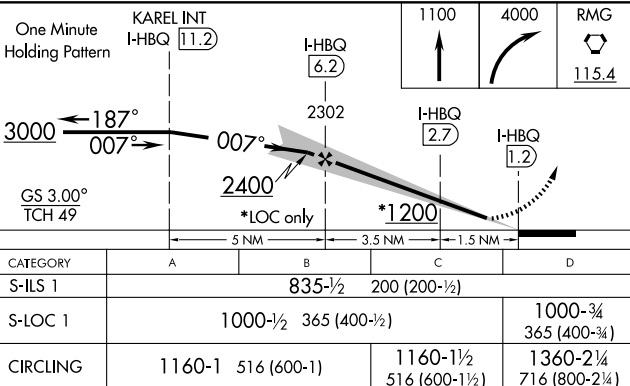
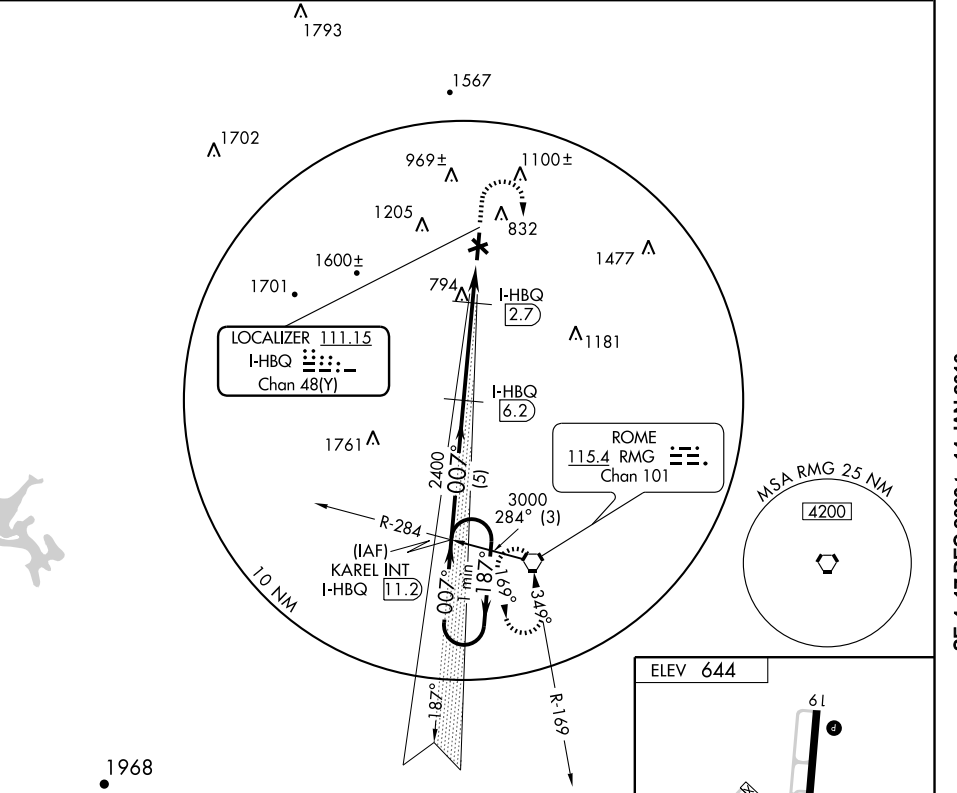
⚠ Circling not authorized west of Runways 1-19 at night.

MALSR

AS

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct RMG VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) 0



APP CRS	Rwy Idg	6006
007°	TDZE	636
	Apt Elev	644

# RNAV (GPS) RWY 1

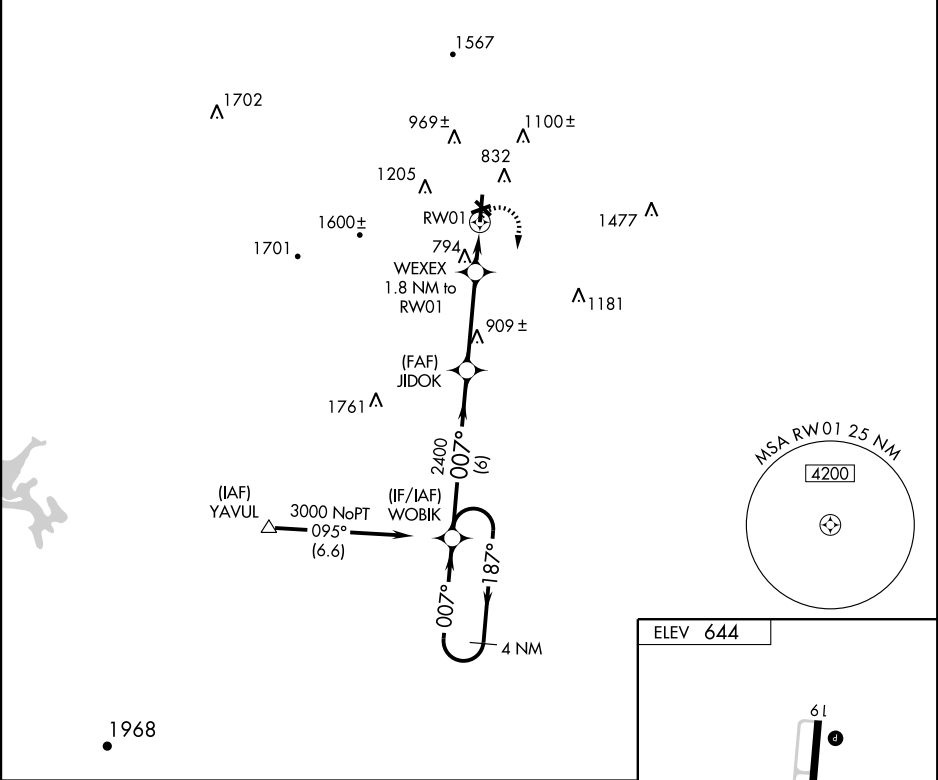
ROME/RICHARD B. RUSSELL (R.M.G)

**▼** Inoperative table does not apply to LNAV Cat. A and B. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rws 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. C visibility ¼ mile.

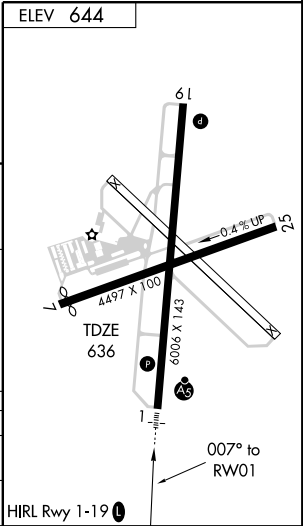


**MISSED APPROACH:**  
Climbing right turn to 3000 direct WOBIK and hold.

ASOS <b>119.925</b>	ATLANTA CENTER <b>133.8 353.7</b>	UNICOM <b>123.0 (CTAF) 1</b>
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4 NM Holding Pattern WOBIK				
CATEGORY	A	B	C	D
LNAV MDA	1100-1		464 (500-1)	
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)



RNAV (GPS) RWY 7

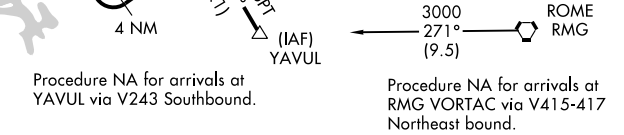
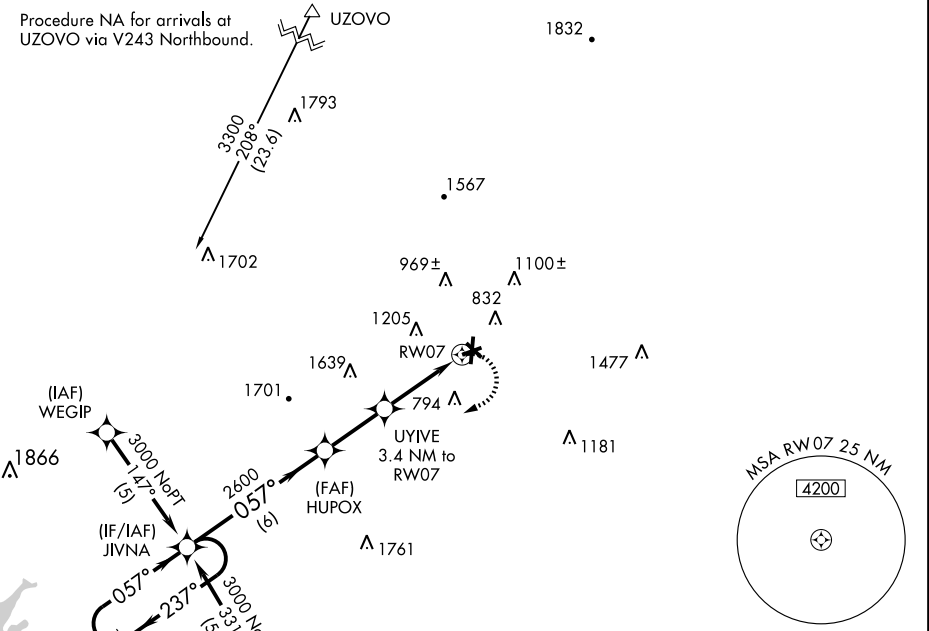
ROME/RICHARD B. RUSSELL (R.M.G.)

APP CRS	Rwy Idg	4382
057°	TDZE	643
	Apt Elev	644

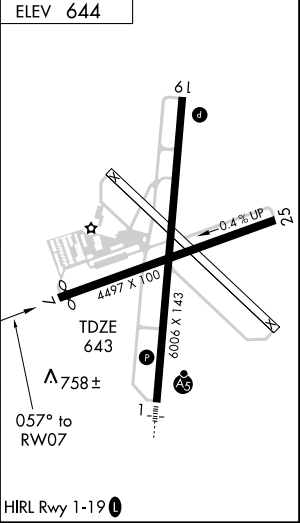
⚠ Circling NA Northwest of Rwy 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cat. D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH:  
Climbing right turn to 3000  
direct JIVNA and hold.

ASOS 119.925	ATLANTA CENTER 133.8 353.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1060-1 417 (500-1)		1060-1¼ 417 (500-1¼)	
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)





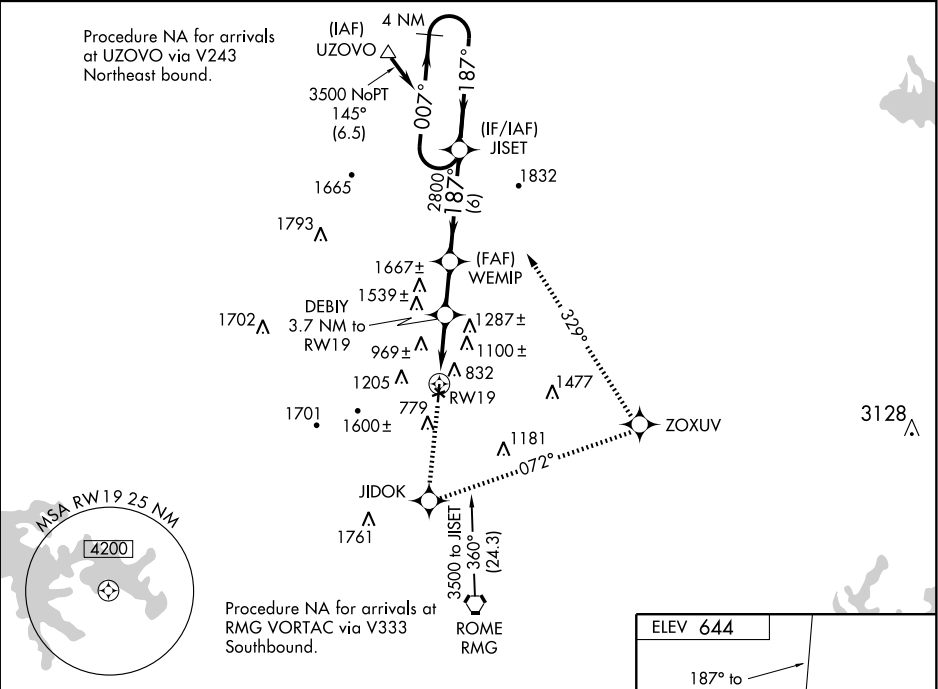
WAAS CH <b>48811</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Idg TDZE Apt Elev	<b>6006</b> <b>634</b> <b>644</b>
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RNAV (GPS) RWY 19  
ROME/RICHARD B. RUSSELL (RMG)

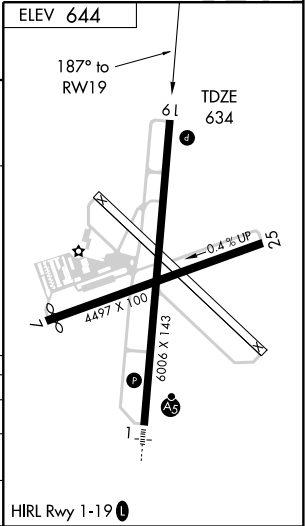
**⚠** Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwy 7 and 19.  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase LPV DA to 1069 and all MDA 80 feet and LNAV Cats. B, C and D and Circling Cats. B, C and D visibility ¼ mile. VDP NA when using Cartersville altimeter setting.

**MISSED APPROACH:** Climb to 3500 direct JIDOK and left turn via 072° track to ZOZUV and left turn via 329° track to JISET and hold.

ASOS <b>119.925</b>	ATLANTA CENTER <b>133.8 353.7</b>	UNICOM <b>123.0 (CTAF)</b> <b>①</b>
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4 NM Holding Pattern		<div><div>3500 ↑</div><div>JIDOK ✧</div><div>072° TRK ↷</div><div>ZOXUV ✧</div><div>329° TRK ↷</div><div>JISSET ✧</div></div>			
<div>3500 ← 007° 187° →</div> <div>GS 3.00° TCH 45</div>		<div><div>JISSET</div><div>WEMIP</div><div>DEBIY 3.7 NM to RW19</div><div>* 2.1 NM to RW19</div><div>RW19</div></div> <div><div>2800</div><div>* 1860</div></div> <div><div>6 NM</div><div>2.9 NM</div><div>1.6 NM</div><div>2.1 NM</div></div> <div>* LNAV only</div>			
CATEGORY	A	B	C	D	
LPV DA	1005-1¼		371 (400-1¼)		
LNAV MDA	1340-1	706 (700-1)	1340-2 706 (700-2)	1340-2¼ 706 (700-2¼)	
CIRCLING	1340-1	696 (700-1)	1340-2 696 (700-2)	1360-2¼ 716 (800-2¼)	



APP CRS	Rwy Idg	4497
252°	TDZE	638
	Apt Elev	644

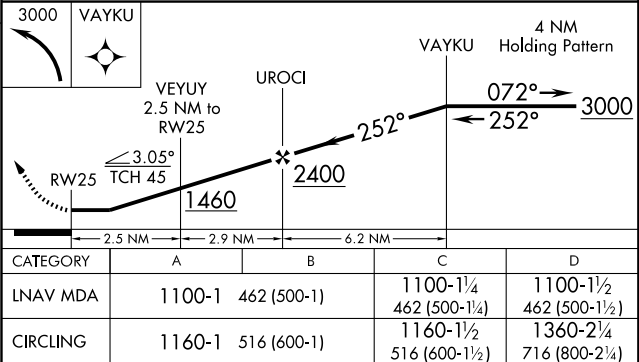
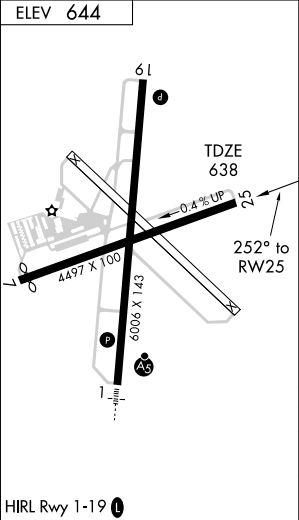
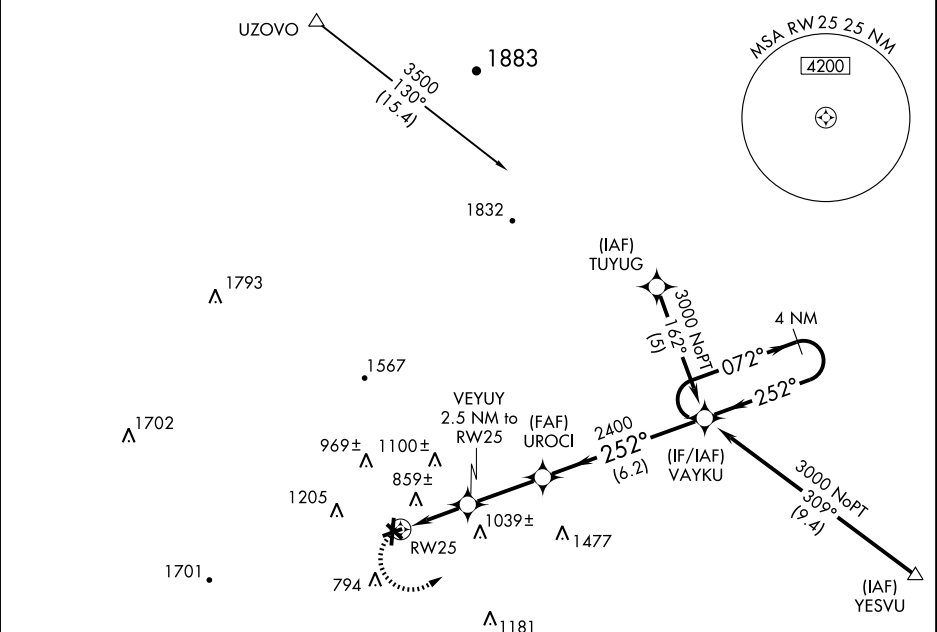
# RNAV (GPS) RWY 25

ROME/RICHARD B. RUSSELL (R.MG)

**⚠** Circling NA Northwest of Rwy 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

**MISSED APPROACH:**  
Climbing left turn to 3000  
direct VAYKU and hold.

ASOS 119.925	ATLANTA CENTER 133.8 353.7	UNICOM 123.0 (CTAF) <b>1</b>
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## UZOVO ONE DEPARTURE

ATLANTA CENTER  
133.8 353.7  
CHATTANOOGA DEP CON  
125.1 379.1  
ASOS 119.925

TAKEOFF MINIMUMS:

Rwys 7, 25 NA- Air Traffic

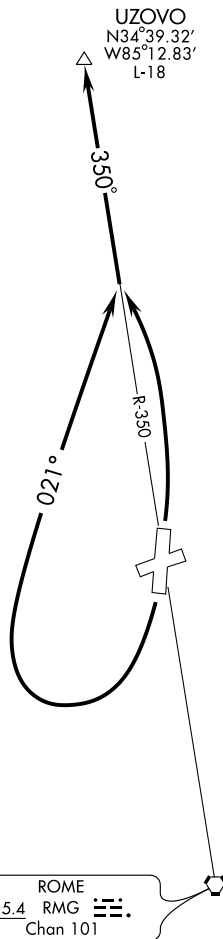
Rwy 1: Standard with minimum climb of  
365 feet per NM to 2100.

Rwy 19: Standard with minimum climb of  
350 feet per NM to 2200.

TAKEOFF OBSTACLES:

NOTE: Rwy 1: Tree 1557 feet from DER, 490 feet left  
of centerline, 42 feet AGL/671 feet MSL.  
Numerous trees beginning 1577 feet from DER,  
250 feet left of centerline, up to 93 feet AGL/762  
feet MSL. Tree 3650 feet from DER, 423 feet  
right of centerline, 78 feet AGL/727 feet MSL.

NOTE: Rwy 19: Bush 91 feet from DER, 290 feet right  
of centerline, 3 feet AGL/642 feet MSL. Terrain  
301 feet from DER, 342 feet right of centerline,  
646 feet MSL. Tree 556 feet from DER, 602 feet  
left of centerline, 67 feet AGL/716 feet MSL. Tree  
904 feet from DER, 134 feet left of centerline, 38  
feet AGL/657 MSL. Tree 775 feet from DER, 501  
feet left of centerline, 53 feet AGL/672 feet MSL.  
Tree 3025 from DER, 57 feet right of centerline, 88  
feet AGL/717 feet MSL. Tree 2980 feet from DER,  
70 feet left of centerline, 86 feet AGL/629 feet MSL.  
Numerous trees beginning 2867 feet from DER,  
569 feet right of centerline, up to 94 feet AGL/723  
feet MSL.



NOTE: DME Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing left turn to intercept RMG VORTAC R-350 to UZOVO INT, then via assigned route....

TAKEOFF RWY 19: Climbing right turn heading 021° and RMG VORTAC R-350 to UZOVO INT, then via assigned route....

....Maintain 4000, expect filed altitude 10 minutes after departure.

AL-855 (FAA)

VORTAC RMG <b>115.4</b> Chan <b>101</b>	APP CRS <b>349°</b>	Rwy Idg <b>6006</b> TDZE <b>636</b> Apt Elev <b>644</b>
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VOR/DME RWY 1  
ROME/RICHARD B. RUSSELL (RMG)

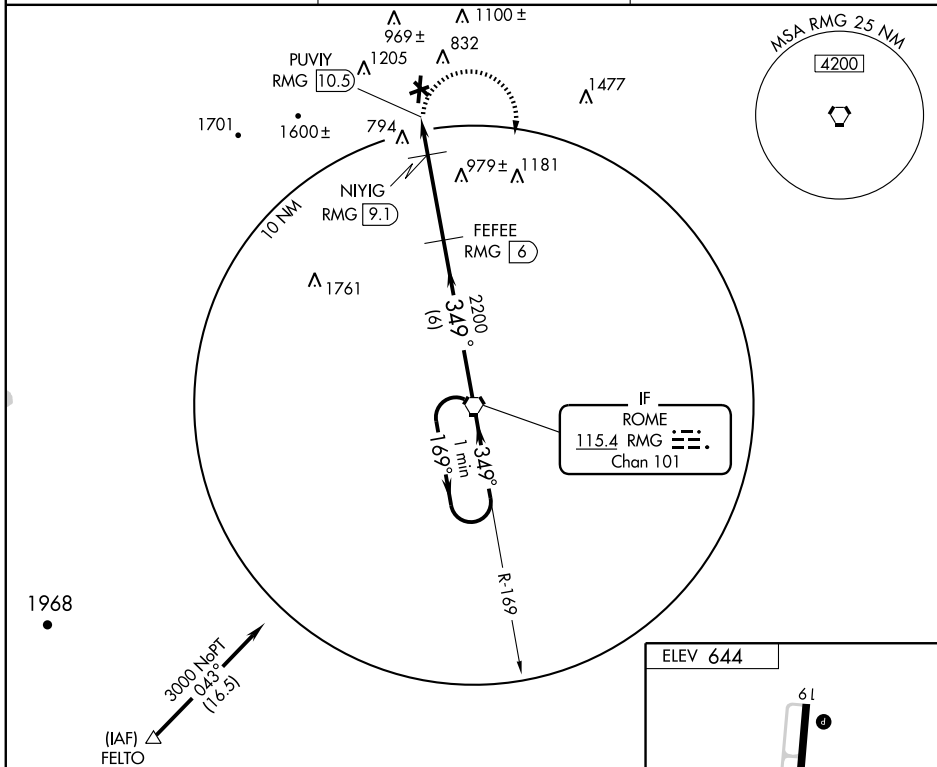
**▼** Inoperative table does not apply. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rws 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and S-1 Cats. C and D and Circling Cat. D visibility  $\frac{1}{4}$  mile.

MALSR

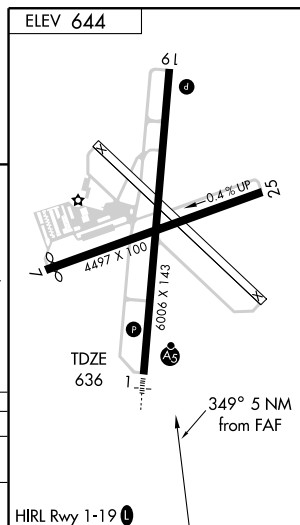


**MISSED APPROACH:** Climbing right turn to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS <b>119,925</b>	ATLANTA CENTER <b>133.8 353.7</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-1	1100-1	464 (500-1)	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)



SE-4, 17 DEC 2009 to 14 JAN 2010

AL-855 (FAA)

VORTAC RMG  
**115.4**  
Chan **101**

APP CRS  
**170°**

Rwy Idg	<b>6006</b>
TDZE	<b>634</b>
Apt Elev	<b>644</b>

VOR/DME RWY 19  
ROME/RICHARD B. RUSSELL (RMG)

ROME/RICHARD B. RUSSELL (RMG)

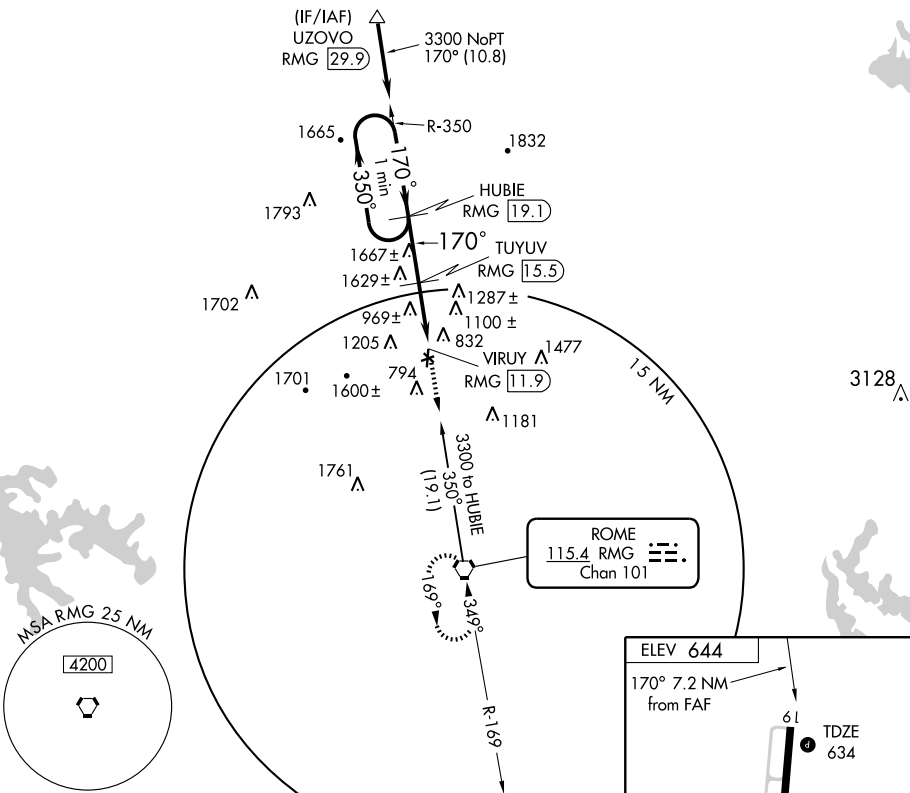
**▼** Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rws 7 and 19.  
**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase S-19 and Circling Cats. C and D visibility ¼ mile.

**MISSED APPROACH:** Climb to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS  
**119,925**

ATLANTA CENTER  
**133.8 353.7**

UNICOM  
123.0 (CTAF) **L**



### One Minute Holding Pattern

HUBIE  
RMG 19.1

\* 2080 when using  
Cartersville altimeter setting.

400  
▲

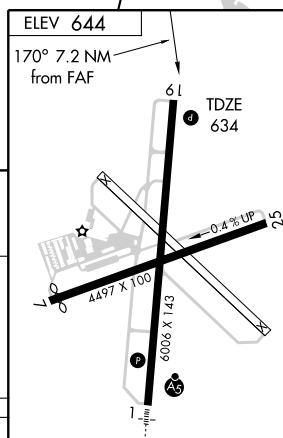
RMG

$$\frac{3300}{170^\circ} \leftarrow 350^\circ$$

VGSI and descent  
angles not coincident.

$$\frac{3.50^\circ}{\text{TCH } 45} \geq \underline{2000^*}$$

VIRUY  
RMG



CATEGORY	A	B	C	D
S-19	1380-1 746 (800-1)	1380-1¼ 746 (800-1¼)	1380-2¼ 746 (800-2¼)	1380-2½ 746 (800-2½)
CIRCLING	1380-1 736 (800-1)	1380-1¼ 736 (800-1¼)	1380-2¼ 736 (800-2¼)	1380-2½ 736 (800-2½)

HIRL Rwy 1-19 **L**

SE-4. 17 DEC 2009 to 14 JAN 2010

NDB HIT	APP CRS	Rwy Idg	<b>5015</b>
<b><u>360</u></b>	<b>125°</b>	TDZE	<b>430</b>
		Apt Elev	<b>438</b>

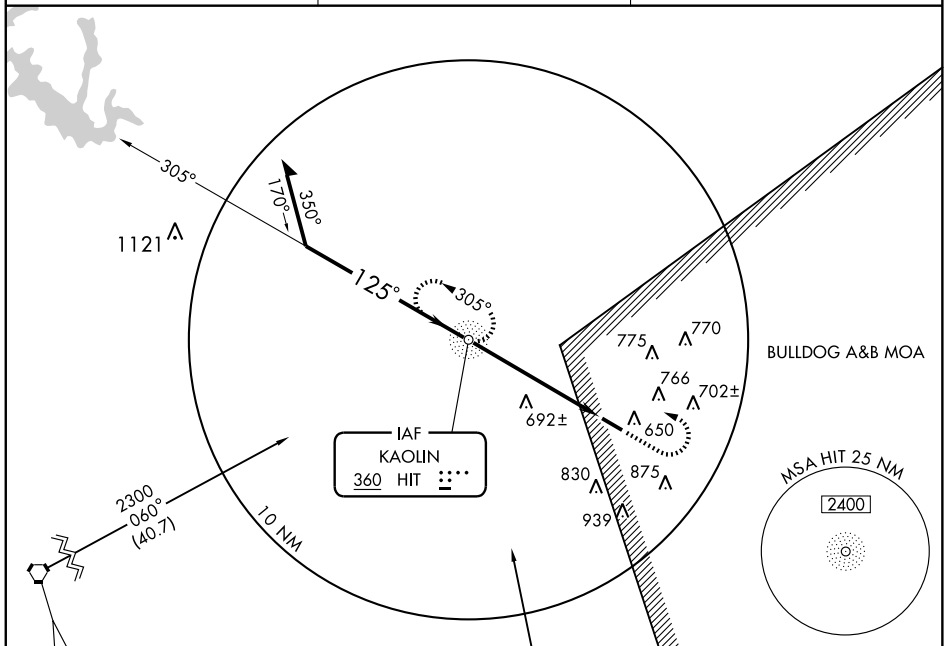
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2200 direct HIT NDB and hold.

When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet and Cat. C visibilities  $\frac{1}{4}$  mile.

AWOS-3  
120.575

ATLANTA APP CON ★  
124.2 279.6

UNICOM  
123.0 (CTAF) **L**



SE-4, 17 DEC 2009 to 14 JAN 2010

MACON  
114.2 MCN  $\equiv \text{---}$   
Chan 89

DUBLIN  
113.1 DBN   
Chan 78

ELEV 438

25° 5.5 NM  
from FAF

TDZE  
430

5015 X 75  
0.6% UP →

30

Remain  
within 10 NM

VGSI and descent angles not coincident.

$\frac{3.05^\circ}{\text{TCH } 35}$

1500

2200

HIT

360

---

1

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○

---

A

---

A

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MIRL Rwy 12-30 **L**

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

APP CRS	Rwy Idg	5015
125°	TDZE	430
	Apt Elev	438

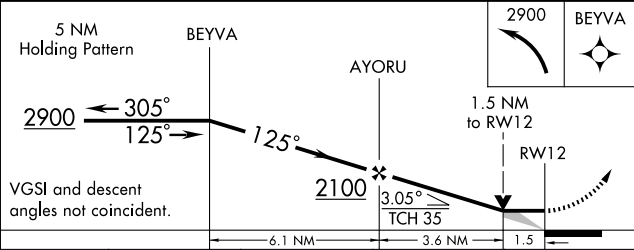
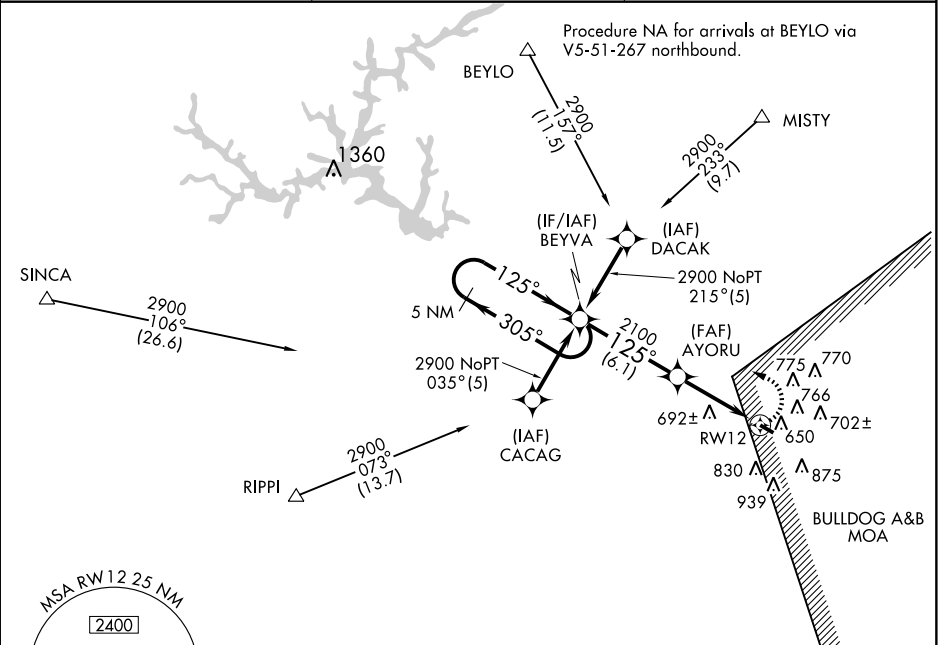
RNAV (GPS) RWY 12

SANDERSVILLE/ KAOLIN FIELD (OKZ)

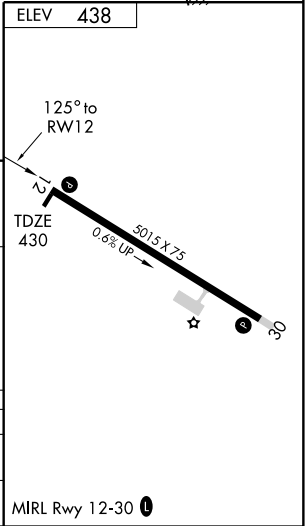
When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet, and all Cat. C visibilities ¼ mile.  
VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2900 direct BEYVA and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) 0



CATEGORY	A	B	C	D
LNNAV MDA	920-1	490 (500-1)	920-1¼ 490 (500-1¼)	NA
CIRCLING	1000-1	562 (600-1)	1120-2 682 (700-2)	NA



APP CRS	Rwy Idg	<b>5015</b>
<b>306°</b>	TDZE	<b>438</b>
	Apt Elev	<b>438</b>

## RNAV (GPS) RWY 30

SANDERSVILLE/ KAOLIN FIELD (OKZ)

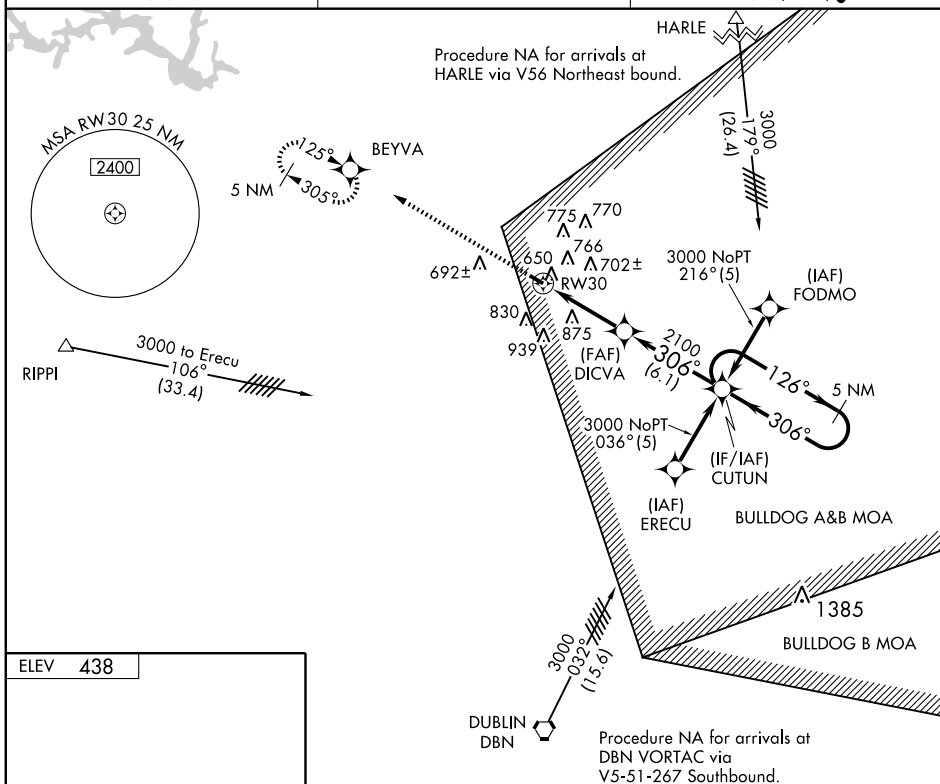
**NA** When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase all Cat. B visibilities to  $1\frac{1}{4}$  and all Cat. C visibilities to  $2\frac{1}{4}$ . VDP NA when using Swainsboro altimeter setting.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2900 direct BEYVA and hold.

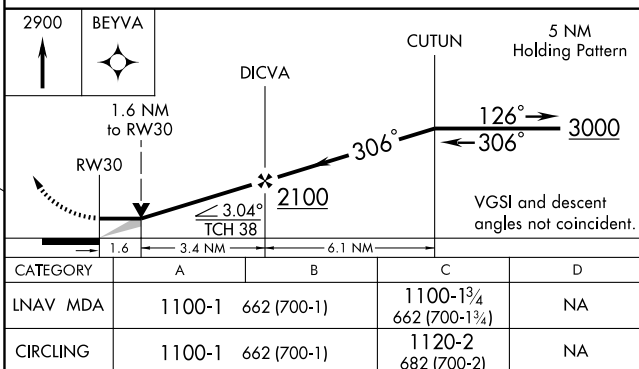
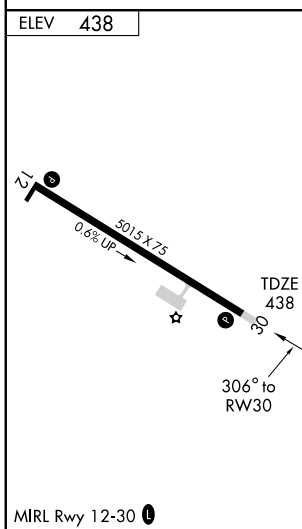
AWOS-3  
**120.575**

ATLANTA APP CON ★  
124.2 279.6

UNICOM  
123.0 (CTAF) **L**



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VORTAC DBN <b>113.1</b> Chan <b>78</b>	APP CRS <b>004°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>438</b>
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VOR/DME-A

SANDERSVILLE/ KAOLIN FIELD (OKZ)

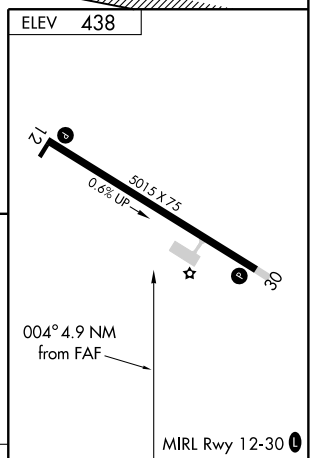
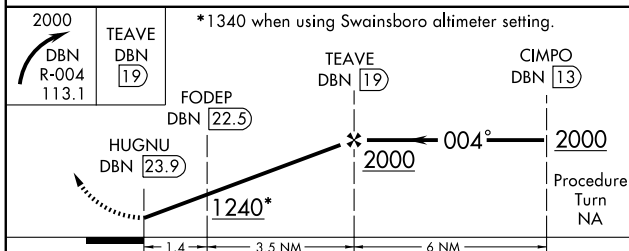
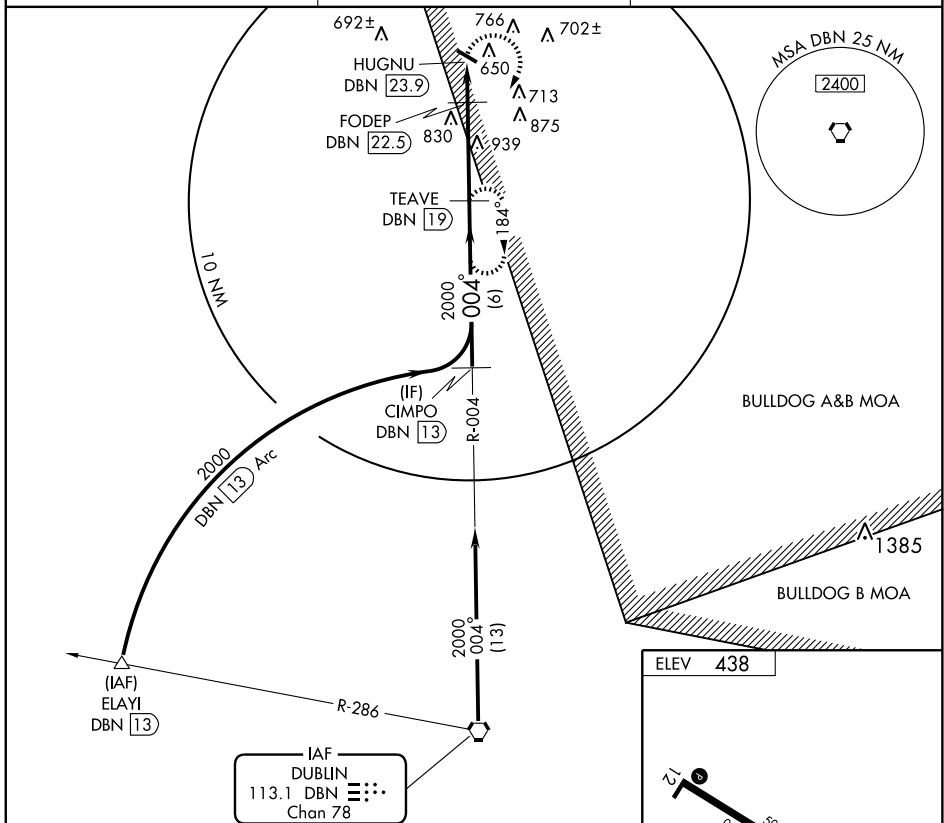
**T** When local altimeter setting not received, use Swainsboro altimeter setting and increase all  
**A NA** MDAs 100 feet; increase Cat. C visibility to 2¼.

**MISSED APPROACH:** Climbing right turn to 2000  
via DBN R-004 to TEAVE/DBN 19 DME and hold.

AWOS-3  
120.575

ATLANTA APP CON ★  
124.2 279.6

UNICOM  
123.0 (CTAF) **L**



CATEGORY	A	B	C	D						
CIRCLING	1000-1 562 (600-1)	1000-1¼ 562 (600-1¼)	1120-2 682 (700-2)	NA	Knots	60	90	120	150	180
					Min:Sec					



LOC I-SAV <b>109.9</b>	APCH CRS <b>097°</b>	Rwy Idg TDZE Arprt Elev <b>9351</b> <b>30</b> <b>50</b>
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JAL-380 [USAF]

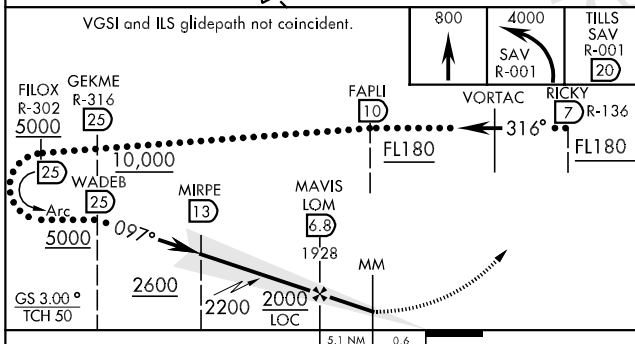
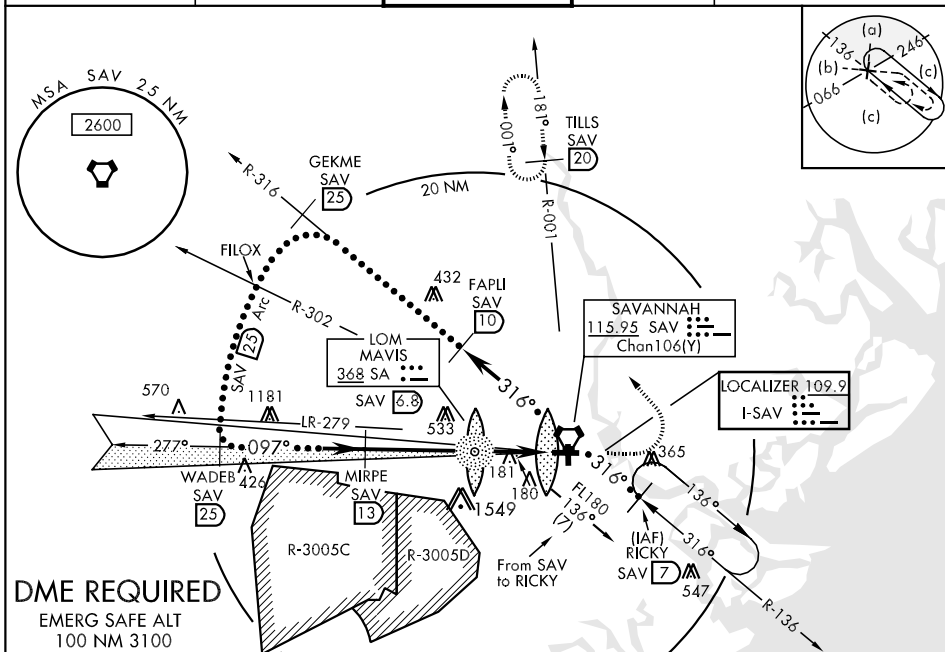
SAVANNAH/HILTON HEAD INTL (KSAV)

Procedure NA when Control Tower closed.  
 \* When ALS inop, increase CAT CDE to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT CD vis to  $\frac{1}{4}$  miles and CAT E vis to  $\frac{1}{2}$  miles.

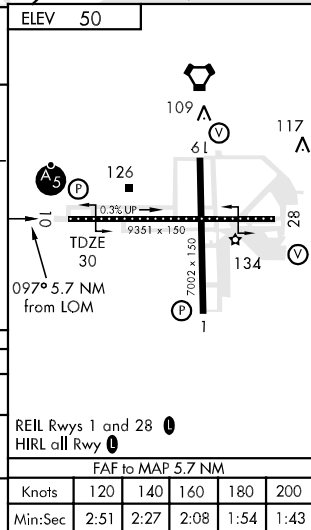


MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS/SAV 20 DME and hold.

ATIS ★ <b>123.75</b>	SAVANNAH APP CON <b>125.3 353.775</b>	SAVANNAH TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>
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CATEGORY	C	D	E
S-ILS 10 *	230/24	200	(200- $\frac{1}{2}$ )
S-LOC 10 **	440/40 410 (500- $\frac{3}{4}$ )		440/50 410 (500-1)
CIRCLING	520- $\frac{1}{2}$ 470 (500- $\frac{1}{2}$ )	700-2 650 (700-2)	900-3 850 (900-3)



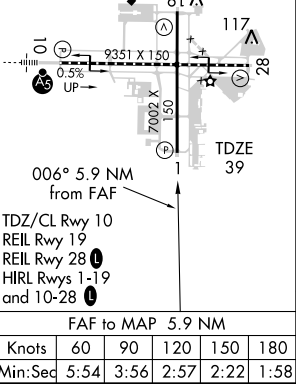
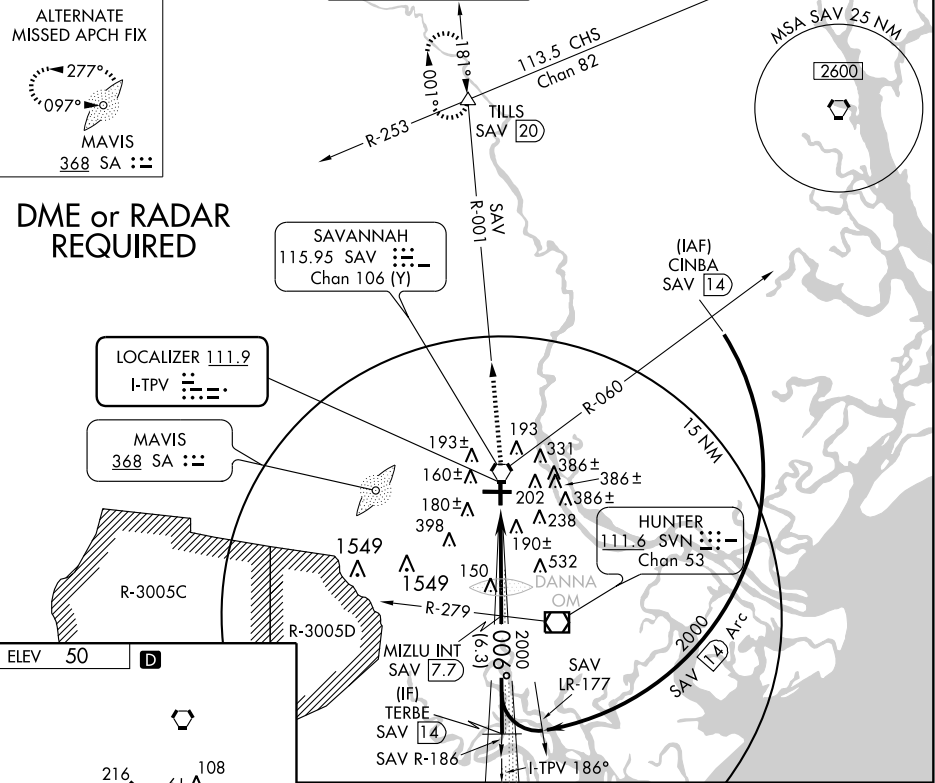
LOC I-TPV	APP CRS	Rwy Idg	7002
111.9	006°	TDZE	39
		Apt Elev	50

SAVANNAH/ HILTON HEAD INTL (SAV)

**⚠** When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 1 all Cats, S-LOC 1 Cat D, and Circling Cat D visibilities ¼ mile.

**MISSED APPROACH:** Climb to 1000 then climb to 4000 via SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1(CTAF) 257.8	121.9 348.6	119.55 291.775	122.95



CATEGORY	A		B		C		D	
	S-ILS 1		239/40		200 (200-¾)			
S-LOC-1	440/50		401 (400-1)		440/60		401 (400-1¼)	
CIRCLING	520-1		470 (500-1)		520-1½		700-2	

1000 4000 TILLS

SAV R-001

MIZLU INT SAV 7.7

TERBE SAV 14

SAV R-186

SAV LR-177

I-TPV 186°

VGSI and ILS glidepath not coincident.

Procedure Turn NA

GS 3.00° TCH 57

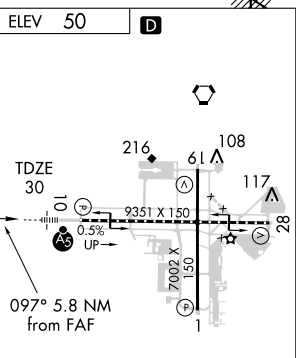
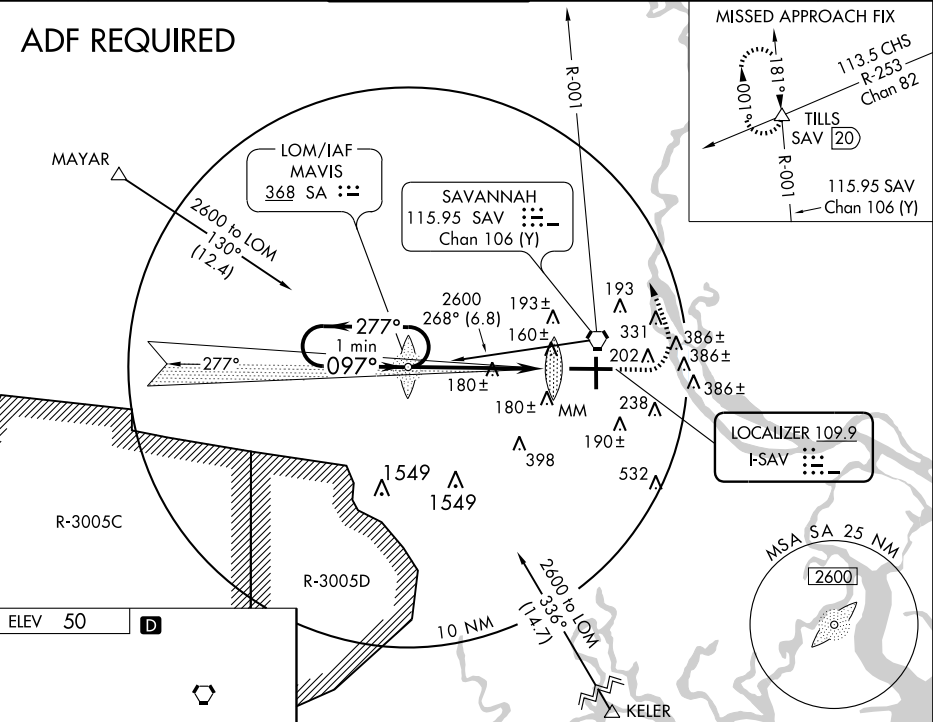
LOC I-SAV	APP CRS	Rwy Idg	9201
109.9	097°	TDZE	30
		Apt Elev	50

**ADF REQUIRED.** When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 10 all Cats visibility to RVR 2400 and S-LOC 10 Cat D and Circling Cat D visibilities ¼ mile. For inoperative MALSRS when using Hilton Head Island altimeter setting, increase S-ILS 10 all Cats visibility to RVR 5000.

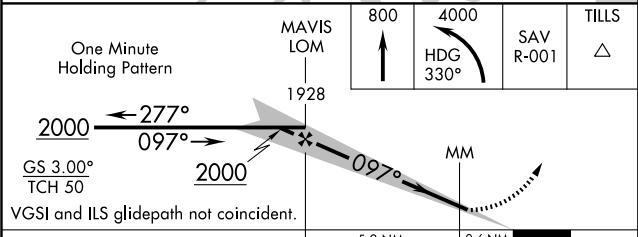
MALSRS

MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1(CTAF) 257.8	121.9 348.6	119.55 291.775	122.95



TDZ/CL Rwy 10	REIL Rwy 19	REIL Rwy 28	HIRL Rwy 1-19 and 10-28
FAF to MAP 5.8 NM			
Knots	60	90	120 150 180
Min:Sec	5:48	3:52	2:54 2:19 1:56



CATEGORY	A	B	C	D
S-ILS 10	230/18 200 (200-½)			
S-LOC 10	440/24 410 (400-½)		440/40 410 (400-¾)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½) 700-2 650 (700-2)	

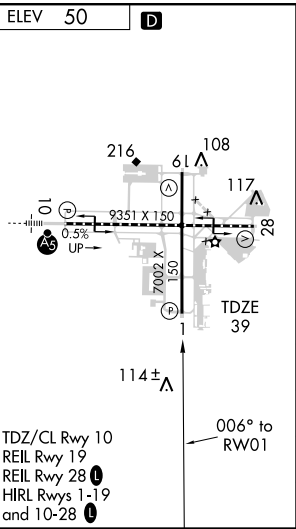
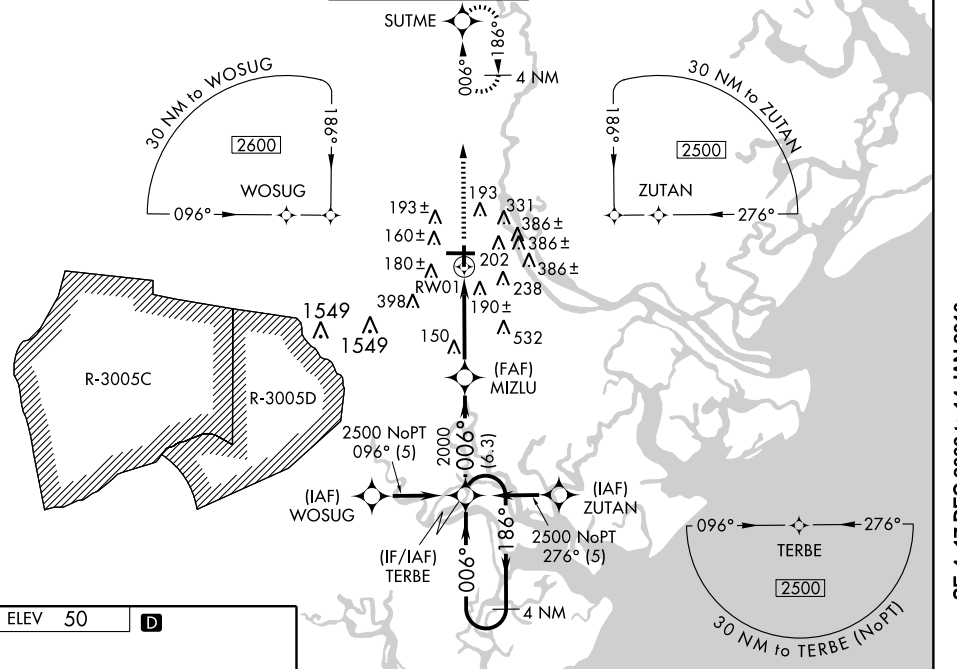
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WAAS CH <b>45515</b> <b>W01A</b>	APP CRS <b>006°</b>	Rwy Idg TDZE Apt Elev	<b>7002</b> <b>39</b> <b>50</b>
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**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all LPV DA 65 feet, LNAV/VNAV DA 126 feet, all MDA 80 feet and LPV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct SUTME and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON* <b>120.4 353.775</b>	SAVANNAH TOWER* <b>119.1(CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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2500	SUTME	VGSI and RNAV glidepath not coincident.				4 NM Holding Pattern
*RNAV only.		TERBE				186° → 2500
*1.1 NM to RW01		MIZLU				← 006°
RW01		2000				GS 3.00° TCH 57
1.1		4.8 NM				6.3 NM
CATEGORY	A	B	C	D		
LPV DA	239/40		200 (200-¾)			
LNAV/VNAV DA	384/60		345 (400-1¼)			
LNAV MDA	460/50	421 (500-1)	460/60	421 (500-1¼)		
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)		

WAAS CH <b>90114</b> <b>W10A</b>	APP CRS <b>097°</b>	Rwy Idg <b>9201</b> TDZE <b>30</b> Apt Elev <b>50</b>
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## RNAV (GPS) RWY 10

SAVANNAH/ HILTON HEAD INTL (SAV)

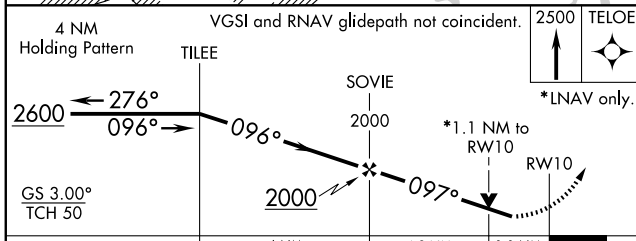
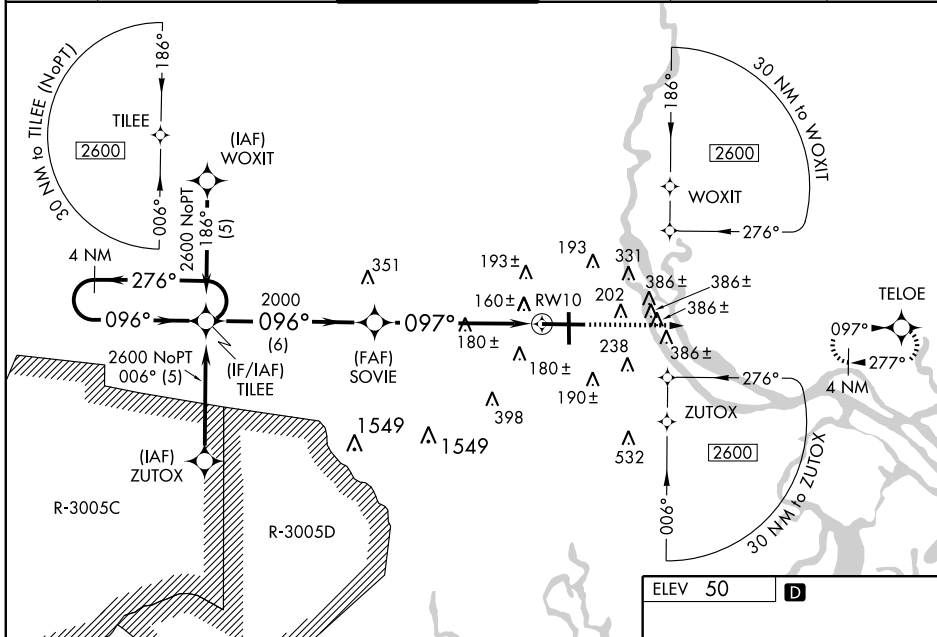
**▼** For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats and Circling Cat D visibilities  $\frac{1}{4}$  mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase LPV all Cats visibility to RVR 5000.  
VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MALSR

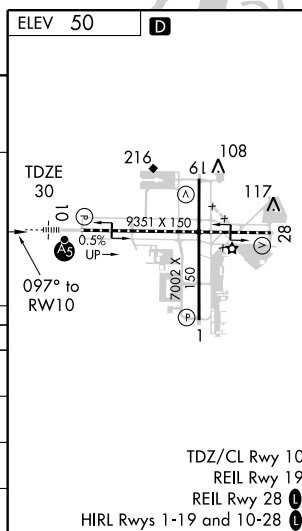


**MISSED APPROACH:**  
Climb to 2500 direct  
TELOE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) 0 257.8	121.9 348.6	119.55 291.775	122.95



CATEGORY	A	B	C	D
LPV DA	230/24 200 (200-½)			
RNAV/ VNAV DA	504/60 474 (500-1¼)			
RNAV MDA	440/24 410 (400-½)	440/40 410 (400-¾)	440/50 410 (400-1)	
CIRCLING	520-1 470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	

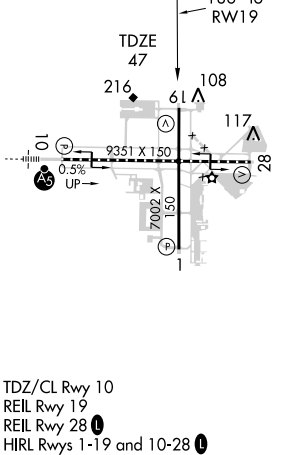
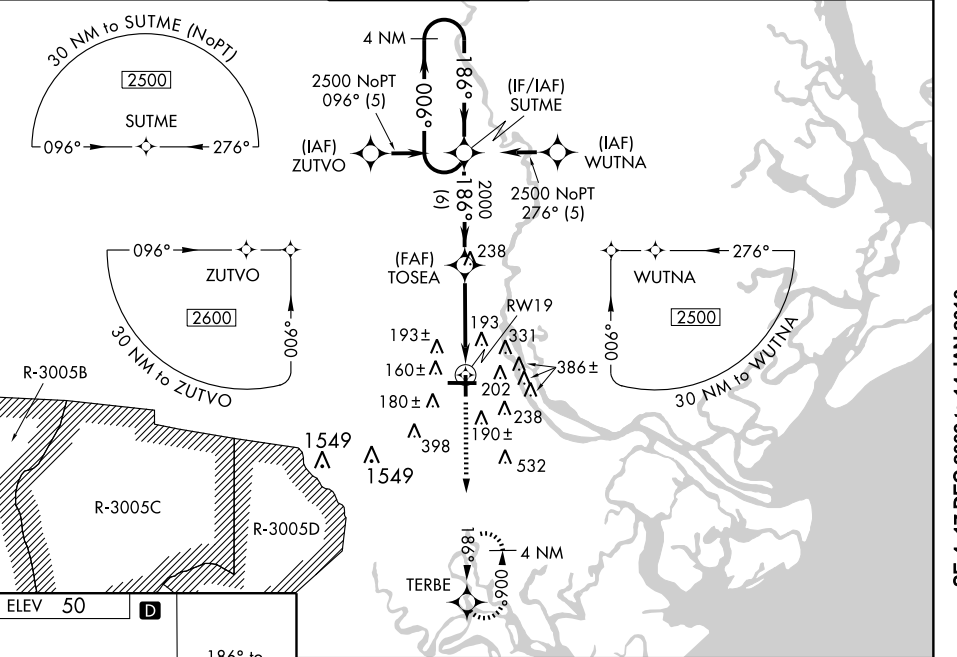


**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**⚠** When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct TERBE and hold.

ATIS <b>123.75</b>	SAVANNAH APP CON★ <b>125.3 371.875</b>	SAVANNAH TOWER★ <b>119.1(CTAF) 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.55 291.775</b>	UNICOM <b>122.95</b>
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2500 TERBE		SUTME 4 NM Holding Pattern			
*LNAV only.		TOSEA 2000 186° 2500 006° 186°			
*1.2 NM to RW19		GS 3.00° TCH 52			
1.2 NM 4.7 NM 6 NM					
CATEGORY	A	B	C	D	
LPV DA	312-1		265 (300-1)		
LNAV/VNAV DA	466-1½		419 (500-1½)		
LNAV MDA	480-1	433 (500-1)	480-1¼ 433 (500-1¼)	480-1½ 433 (500-1½)	
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2600 direct TIEE and hold.

ATIS

123.75

SAVANNAH APP CON\*

125.3 371.875

SAVANNAH TOWER\*

119.1(CTAF) 257.8

GND CON

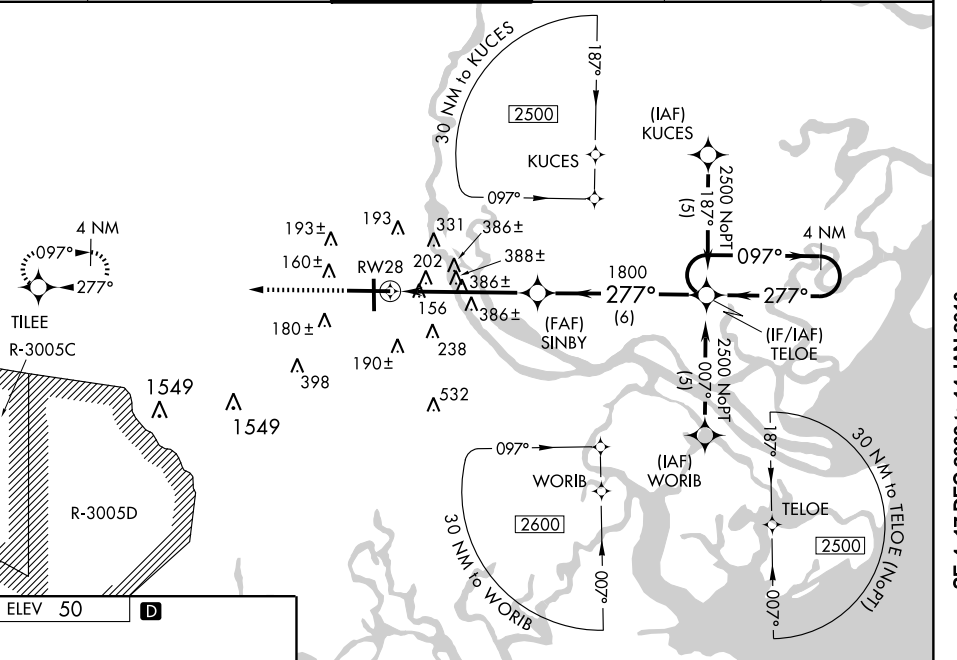
121.9 348.6

CLNC DEL

119.55 291.775

UNICOM

122.95



2600

TIEE

277° to RWY 28

216

61

108

117

9351 X 150

7002 X 150

TDZE 50

1

0.5%

UP

AS

\*LNAV only.

1.7 NM to RWY 28

RWY 28

1.7 NM

3.6 NM

6 NM

SINBY

1800

277°

TEOE

4 NM Holding Pattern

097°

277°

2500

GS 3.00°

TCH 52

CATEGORY	A	B	C	D
LPV DA	307-1 257 (300-1)			
LNAV/VNAV DA	431-1¼ 381 (400-1¼)			
LNAV MDA	640-1 590 (600-1)	640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)	700-2 650 (700-2)
CIRCLING	640-1 590 (600-1)	640-1½ 590 (600-1½)	700-2 650 (700-2)	

TDZ/CL Rwy 10

REIL Rwy 19

REIL Rwy 28

HIRL Rlys 1-19 and 10-28

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VORTAC SAV <b>115.95</b> Chan <b>106</b> (Y)	APP CRS <b>024°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>50</b>
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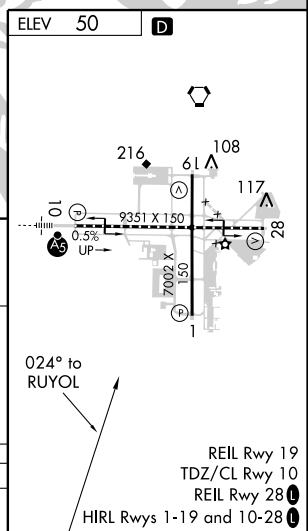
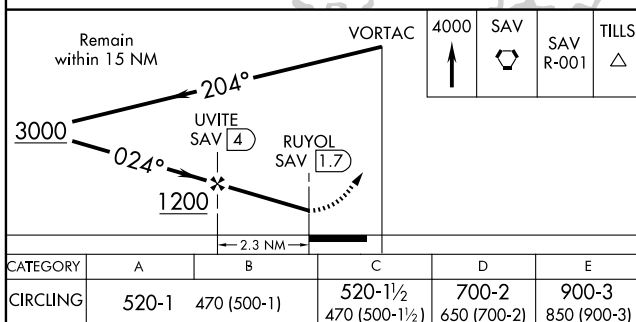
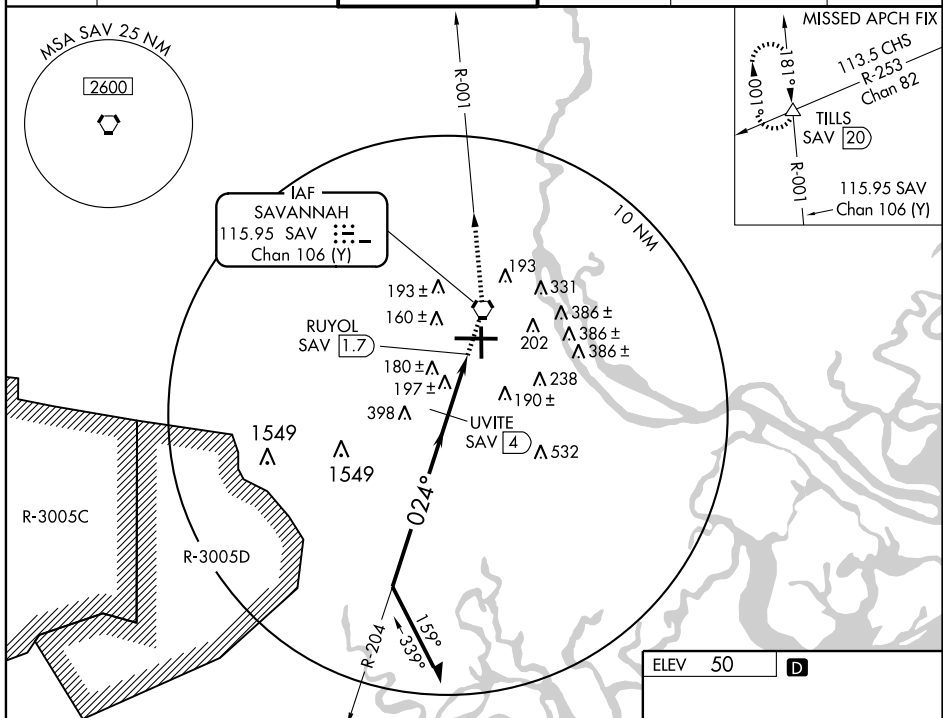
VOR/DME-A

SAVANNAH/ HILTON HEAD INTL (SAV)

**T** When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and Circling Cat D visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 4000 direct SAV VORTAC and SAV R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) 0 257.8	121.9 348.6	119.55 291.775	122.95



VOR/DME or TACAN RWY 1  
SAVANNAH/HILTON HEAD INTL (SAV)

**MISSED APPROACH:** Climb to 4000 direct SAV VORTAC and via SAV R-001 to TILLS INT/SAV 20 DME and hold.

[illegible]

4000  
↑  
SAV  
R-001  
TILLS  
△

VORTAC  
OBICE SAV 1.8  
SAV 3  
FREMN SAV 7.8  
EYOTA SAV 16

2500  
2000  
006°  
2.98°  
TCH 74  
1.3  
4.8 NM  
8.2 NM  
Procedure Turn NA

CATEGORY	A	B	C	D	E
S-1	500/50 461 (500-1)		500/60 461 (500-1 1/4)	500-1 1/2 461 (500-1 1/2)	500-1 3/4 461 (500-1 3/4)
CIRCLING	520-1 470 (500-1)		520-1 1/2 470 (500-1 1/2)	700-2 650 (700-2)	900-3 850 (900-3)

VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	181°	TDZE	47
Chan 106 (Y)		Apt Elev	50

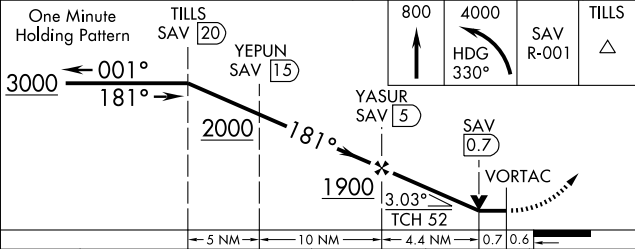
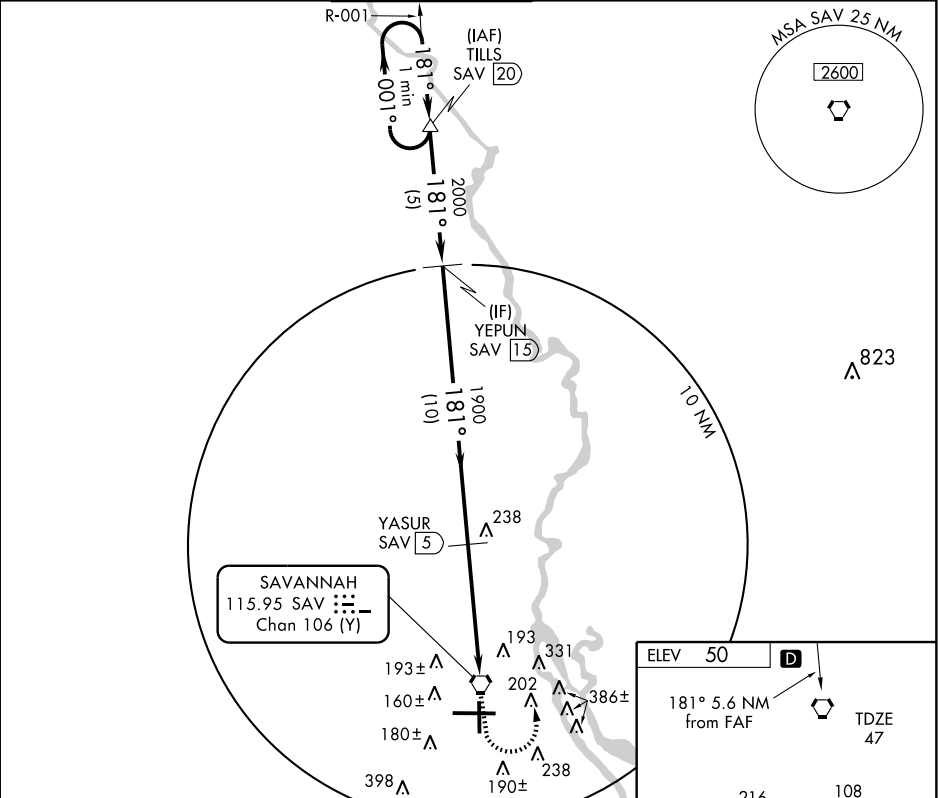
# VOR/DME or TACAN RWY 19

SAVANNAH/ HILTON HEAD INTL (SAV)

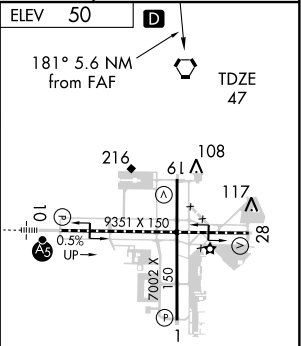
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-19 Cats C/D, and Circling Cat D visibilities ¼ mile and S-19 Cat E visibility ½ mile.  
VDP NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 via heading 330° and SAV R-001 to TILLS/20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) 257.8	121.9 348.6	119.55 291.775	122.95



CATEGORY	A	B	C	D	E
S-19	500-1	453 (500-1)	500-1¼ 453 (500-1¼)	500-1½	453 (500-1½)
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)



TDZ/CL Rwy 10  
REIL Rwy 19  
REIL Rwy 28  
HIRL Rws 1-19 and 10-28

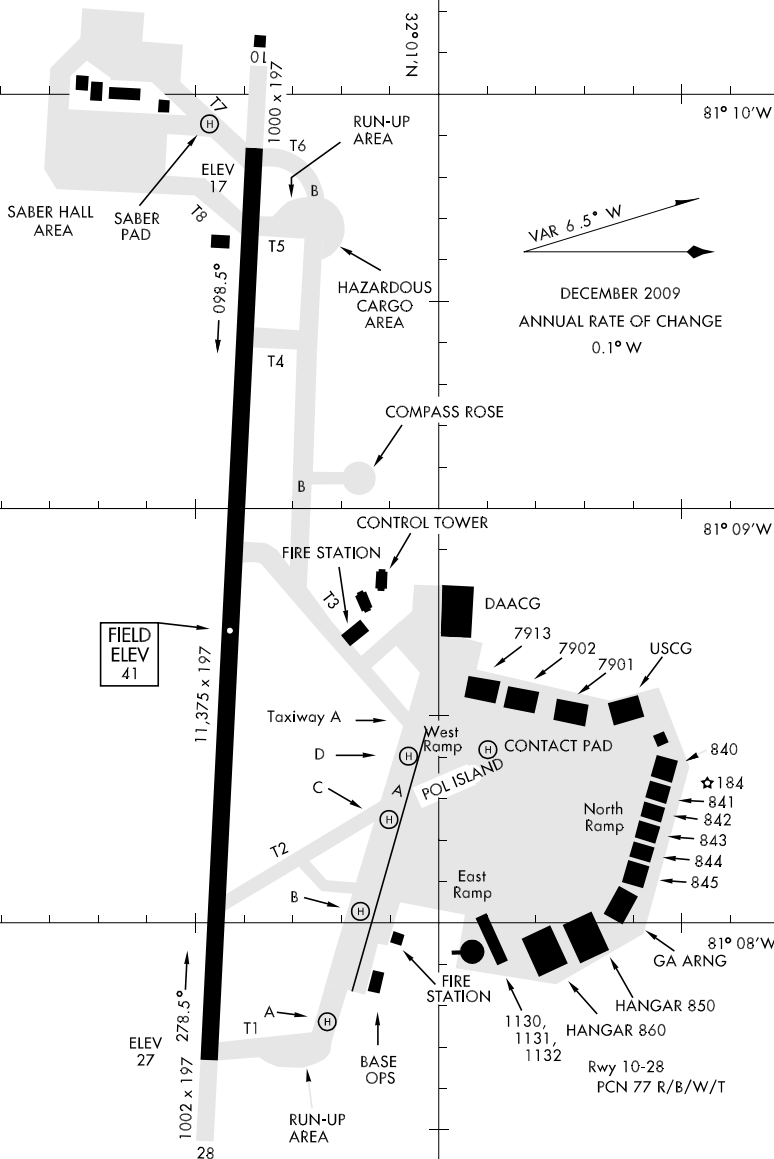
# AIRPORT DIAGRAM

AFD-381 [USA]

SAVANNAH, GEORGIA

ATIS 127.525 323.125  
HUNTER TOWER ★  
124.975 279.575  
GND CON  
121.8 291.675

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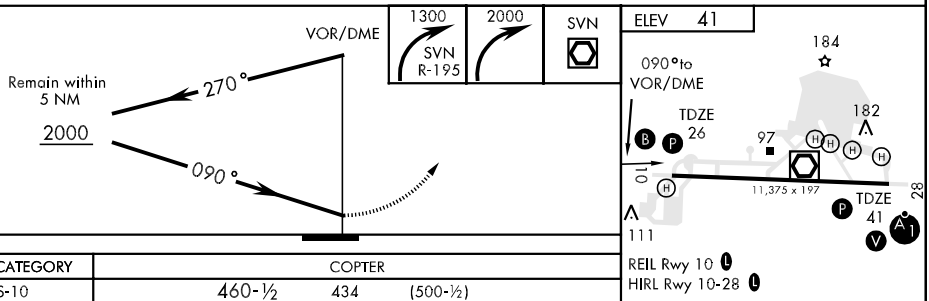
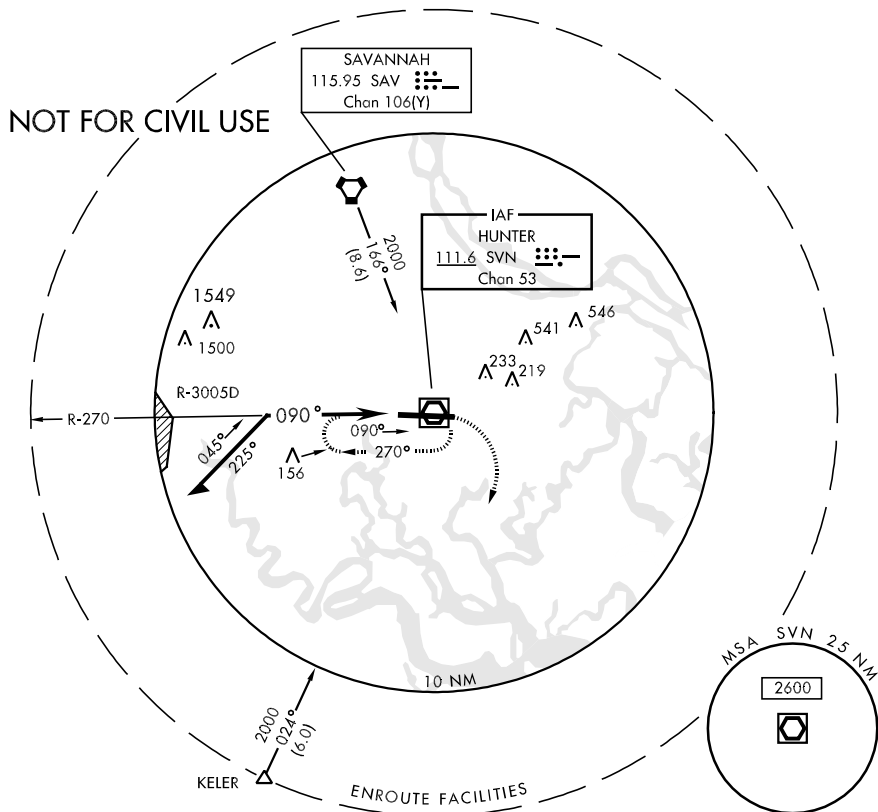
# AIRPORT DIAGRAM

SAVANNAH, GEORGIA

SVN VOR/DME	APCH CRS	Rwy Idg <b>11,375</b>	
<b>111.6</b>	<b>090°</b>	TDZE <b>26</b>	
Chan <b>53</b>		Arpt Elev <b>41</b>	AL-381 [USA]

HUNTER AAF (KSVN)

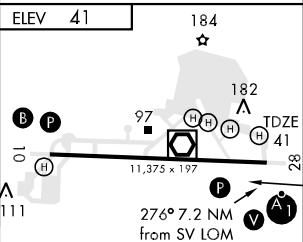
<b>V</b>	<b>B</b> 	<b>MISSED APPROACH:</b> Climbing right turn to 1300 via SVN R-195, then climbing right turn to 2000 direct SVN VOR/DME and hold.			
<b>ATIS</b> <b>127.525</b> <b>323.125</b>		<b>SAVANNAH APP CON</b> <b>120.4 353.775</b>	<b>HUNTER TOWER ★</b> <b>124.975 (CTAF) 0 279.575</b>	<b>GND CON</b> <b>121.8 291.675</b>	<b>ASR/PAR</b>



HUNTER AAF (KSVN)

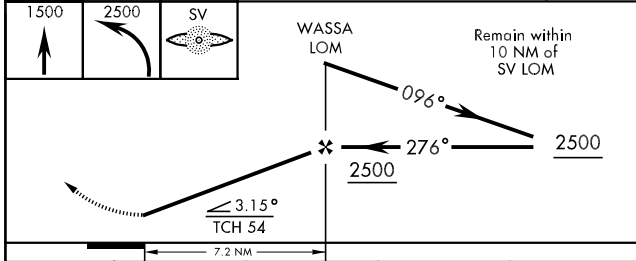
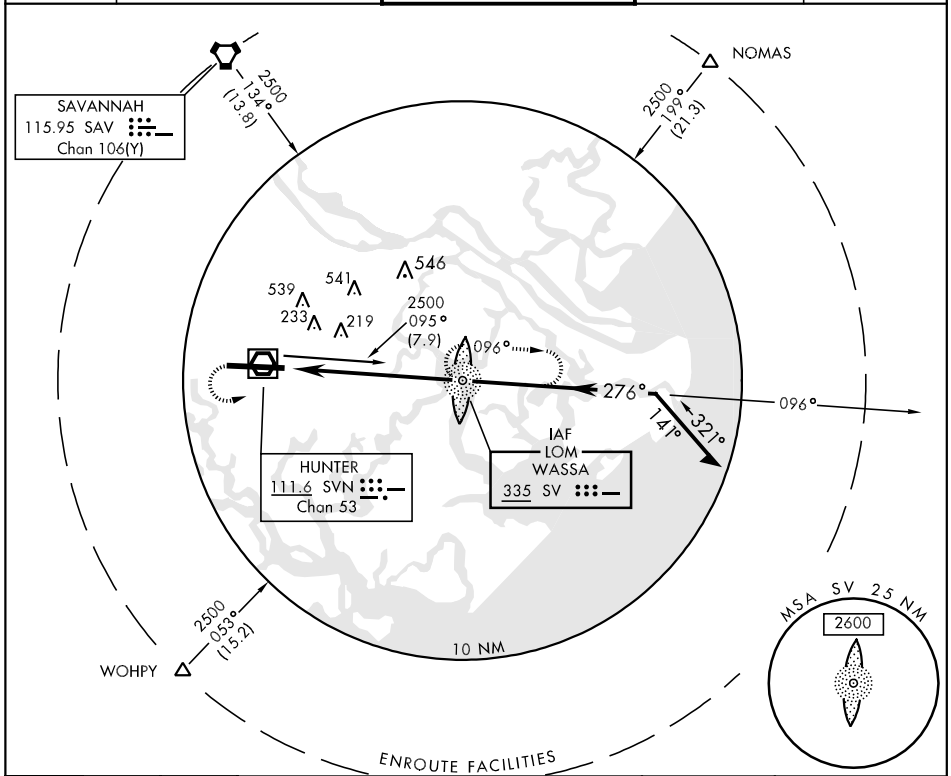
**MISSED APPROACH:** Climb to 800, then climbing left turn to 2500 direct WASSA LOM and hold.

ASR/PAR

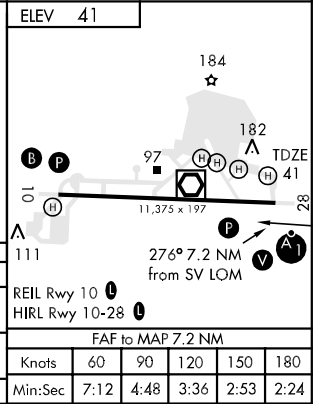


REIL Rwy 10 <b>L</b>					
HIRL Rwy 10-28 <b>L</b>					
FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

LOM SV <b>335</b>	APCH CRS <b>276°</b>	Rwy Idg <b>11,375</b> TDZE Arpt Elev <b>41</b>	AL-381 [USA]	HUNTER AAF (KSVN)
<b>T</b> * For inop ALSF, increase CAT AB vis to RVR 50 and CAT CD to 2 miles. <b>**</b> Circling NA N of Rwy 10-28 for CAT D.			<b>ALSF-1</b> 	<b>MISSED APPROACH:</b> Climb to 1500, then climbing left turn to 2500 direct SV LOM and hold.
<b>ATIS</b> <b>127.525</b> <b>323.125</b>	<b>SAVANNAH APP CON</b> <b>120.4 353.775</b>	<b>HUNTER TOWER *</b> <b>124.975 (CTAF) 0 279.575</b>	<b>GND CON</b> <b>121.8 291.675</b>	<b>ASR/PAR</b>



CATEGORY	A	B	C	D
S-28*	700/40 659 (700-¾)	700/60 659 (700-1¼)	700-1½ 659 (700-1½)	700-1½ 659 (700-1½)
CIRCLING**	700-1 659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)	700-2 659 (700-2)
S-PAR 28	241/24	200 (200-½)	GS 3.00°	





APCH CRS **096°** Rwy Idg **11,375**  
 TDZE **26**  
 Arpt Elev **41**

AL-381 [USA]

HUNTER AAF (KSVN)

▼ DME/DME RNP -0.3 NA  
 \* Circling not authorized N of Rwy 10-28 for CAT D.



MISSED APPROACH: Climb to 2500 direct SRKIS and hold.

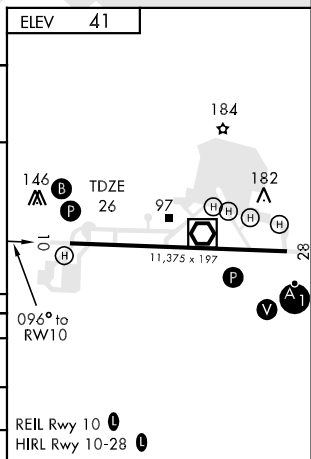
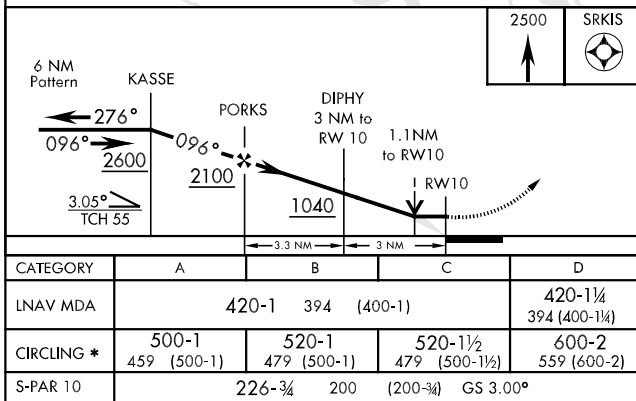
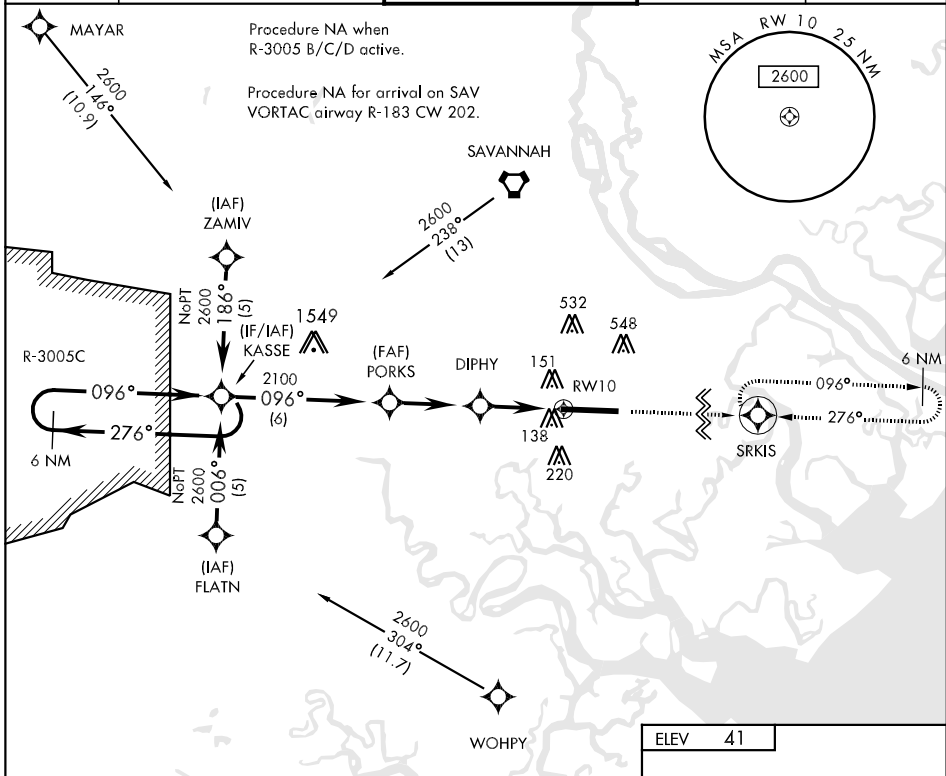
ATIS  
**127.525**  
**323.125**

SAVANNAH APP CON  
**120.4 353.775**

HUNTER TOWER ★  
**124.975 (CTAF) 0 279.575**

GND CON  
**121.8 291.675**

ASR/PAR





VOR/DME SVN  
**111.6**  
Chan **53**

APCH CRS  
**282°**

Rwy Idg **11,375**  
TDZE  
Arpt Elev **41**

AL-381 [USA]

HUNTER AAF (KSVN)



\* Circling NA N of Rwy 10-28 for CAT D.



MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via SVN R-201 to WOHPY/11 DME and hold.

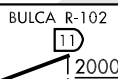
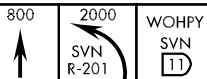
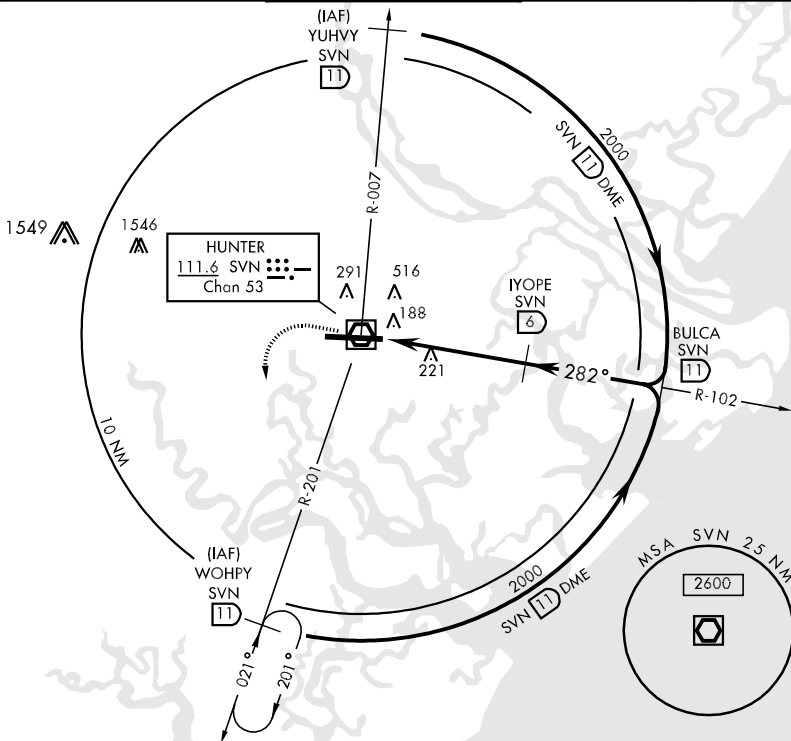
ATIS  
**127.525**  
**323.125**

SAVANNAH APP CON  
**120.4 353.775**

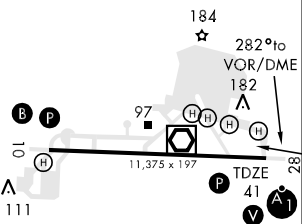
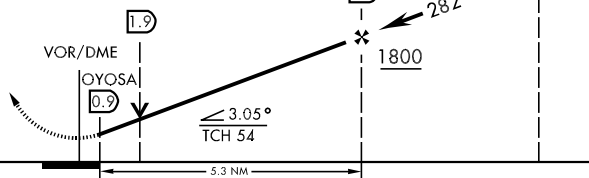
HUNTER TOWER ★  
**124.975 (CTAF) 279.575**

GND CON  
**121.8 291.675**

ASR/PAR



ELEV 41



CATEGORY	A	B	C	D
S-28	480/24 439 (500-½)		480/40 439 (500-¾)	480/50 439 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24	200 (200-½)	GS 3.00°	

REIL Rwy 10 0  
HIRL Rwy 10-28 0

SVN VOR/DME <b>111.6</b> Chan <b>53</b>	APCH CRS <b>282°</b>	Rwy Idg <b>11,375</b> TDZE Arpt Elev <b>41</b>
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AL-381 [USA]

HUNTER AAF (KSVN)



\* When ALS inop, increase CAT AB vis to 1 mile.

\*\* Circling NA N of Rwy 10-28 for CAT D.

ALSF-1



MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct SVN VOR/DME and hold.

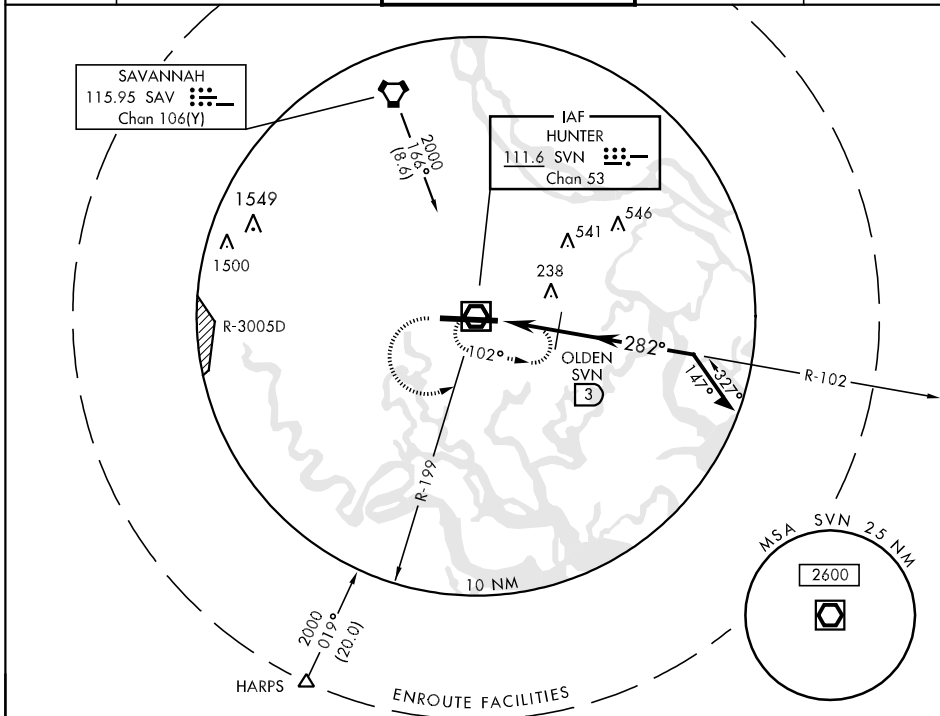
ATIS <b>127.525</b> <b>323.125</b>
--

SAVANNAH APP CON <b>120.4 353.775</b>
--

HUNTER TOWER ★ <b>124.975 (CTAF) 279.575</b>
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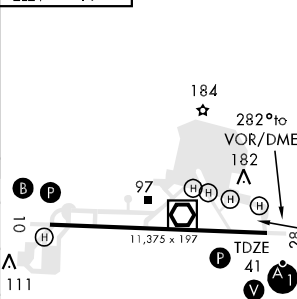
GND CON <b>121.8 291.675</b>
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ASR/PAR
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1200	2000	SVN	SVN VOR/DME	OLDEN 3	Remain within 10 NM of SVN VOR/DME
CATEGORY	A	B	C	D	
S-28 *	580/40	539 (600-¾)	580/50 539 (600-1)	580/60 539 (600-1¼)	
CIRCLING **	580-1	539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)	
OLDEN FIX MINIMA					
S-28 *	500/40	459 (500-¾)		500/50 459 (500-1)	
CIRCLING **	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)	
S-PAR 28	241/24	200 (200-½)	GS 3.00°		

ELEV 41


 REIL Rwy 10  
 HIRL Rwy 10-28

APP CRS	Rwy Idg	<b>3301</b>
<b>132°</b>	TDZE	<b>23</b>
	Apt Elev	<b>23</b>

## RNAV (GPS) RWY 13

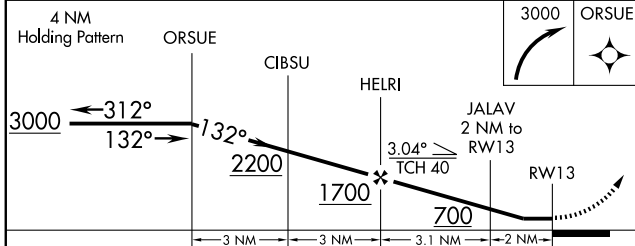
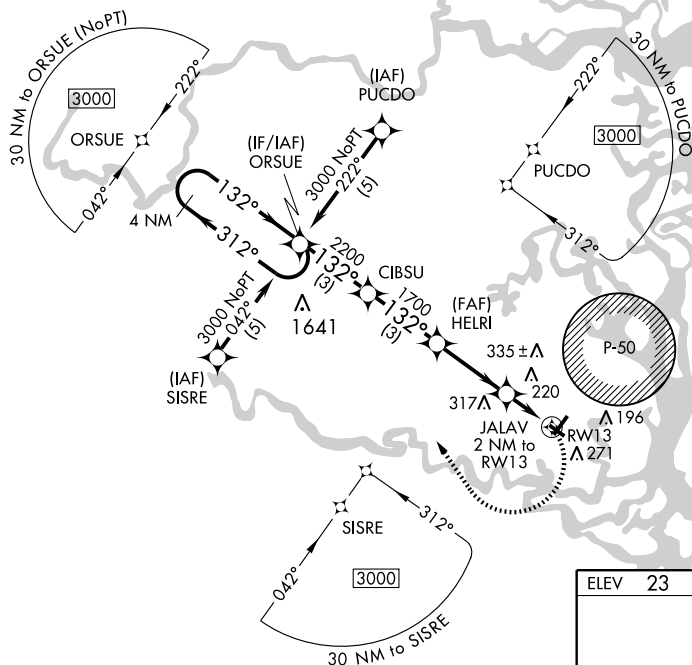
ST MARYS (4J6)

**T** Circling NA northeast of Rwy 13-31.  
**A** DME/DME RNP-0.3 NA.  
 NA Procedure NA at night.  
 ASR Visibility reduction by helicopters NA.  
 Use Jacksonville Intl altimeter setting.

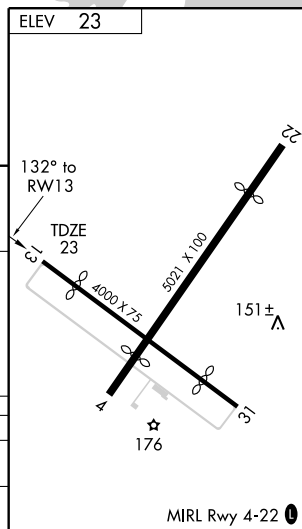
**MISSED APPROACH:** Climbing right turn to 3000 direct ORSUE and hold.

JACKSONVILLE APP CON  
127.0 322.4

UNICOM  
122.8 (CTAF) **L**






CATEGORY	A	B	C	D
LNAV MDA	500-1	477 (500-1)	500-1¼ 477 (500-1¼)	500-1½ 477 (500-1½)
CIRCLING	620-1	597 (600-1)	620-1½ 597 (600-1½)	620-2 597 (600-2)



WAAS CH <b>48914</b> <b>W31A</b>	APP CRS <b>312°</b>	Rwy Idg <b>3300</b> TDZE <b>23</b> Apt Elev <b>23</b>
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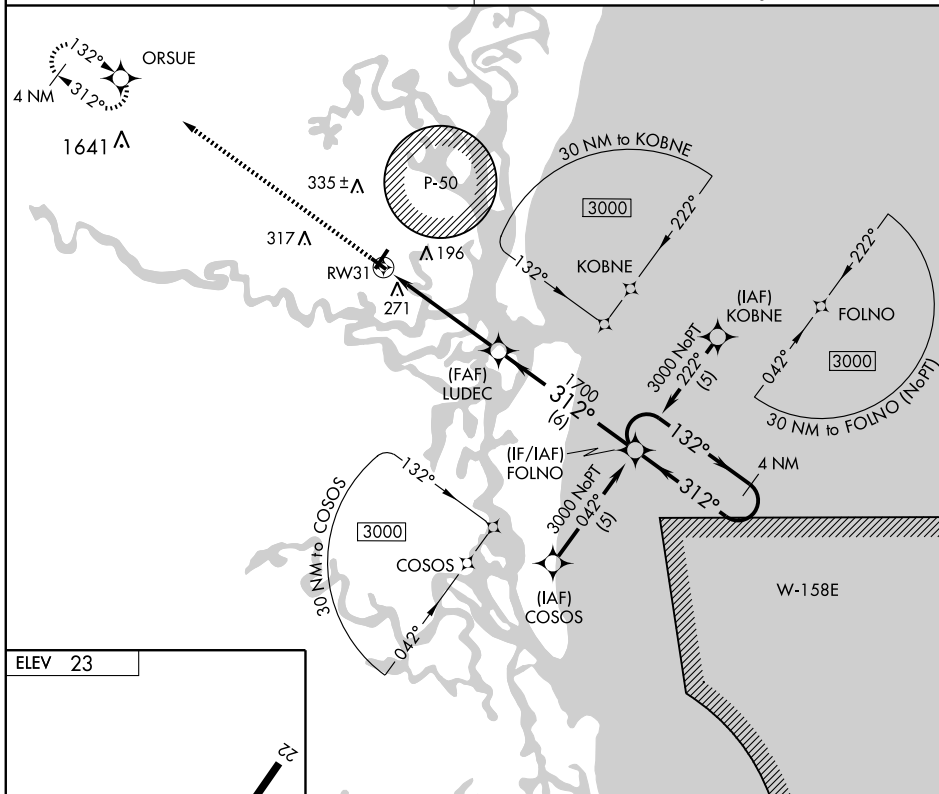
## RNAV (GPS) RWY 31

ST MARYS (4J6)

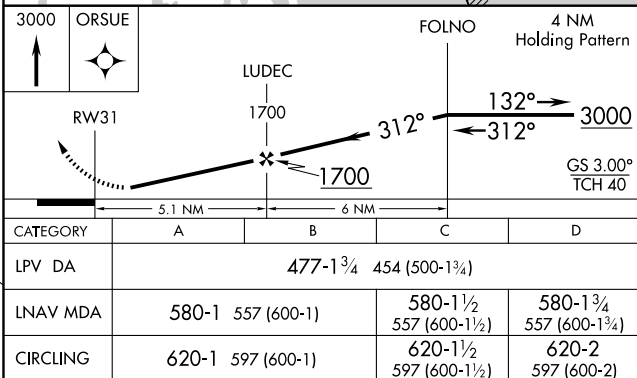
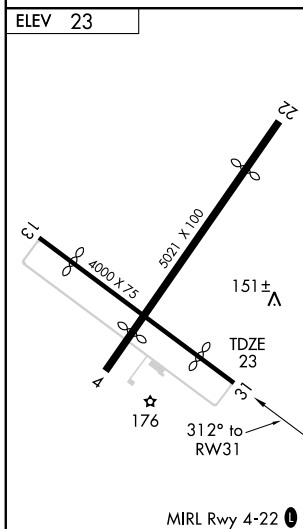
 Circling NA northeast of Rwy 13-31.  
 DME/DME RNP-0.3 NA. Procedure NA at night.  
 NA  
 Visibility reduction by helicopters NA.  
 ASR Use Jacksonville Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct ORSUE and hold, continue climb-in-hold to 3000.

JACKSONVILLE APP CON  
127.0 322.4

UNICOM  
122.8 (CTAF) **L**

SE-4, 17 DEC 2009 to 14 JAN 2010



LOC I-BZQ	APP CRS	Rwy Idg	5700
111.5	320°	TDZE	177
		Apt Elev	187

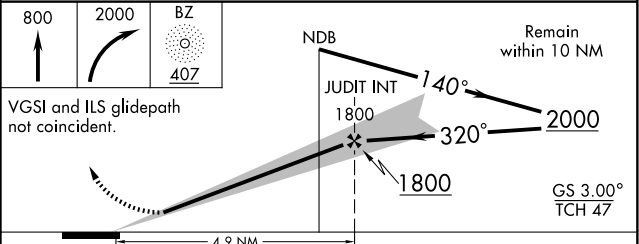
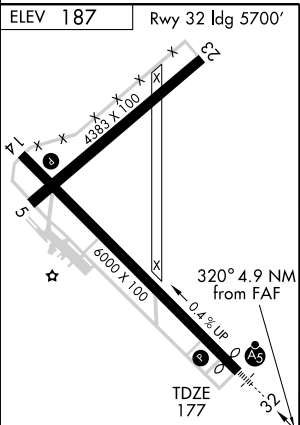
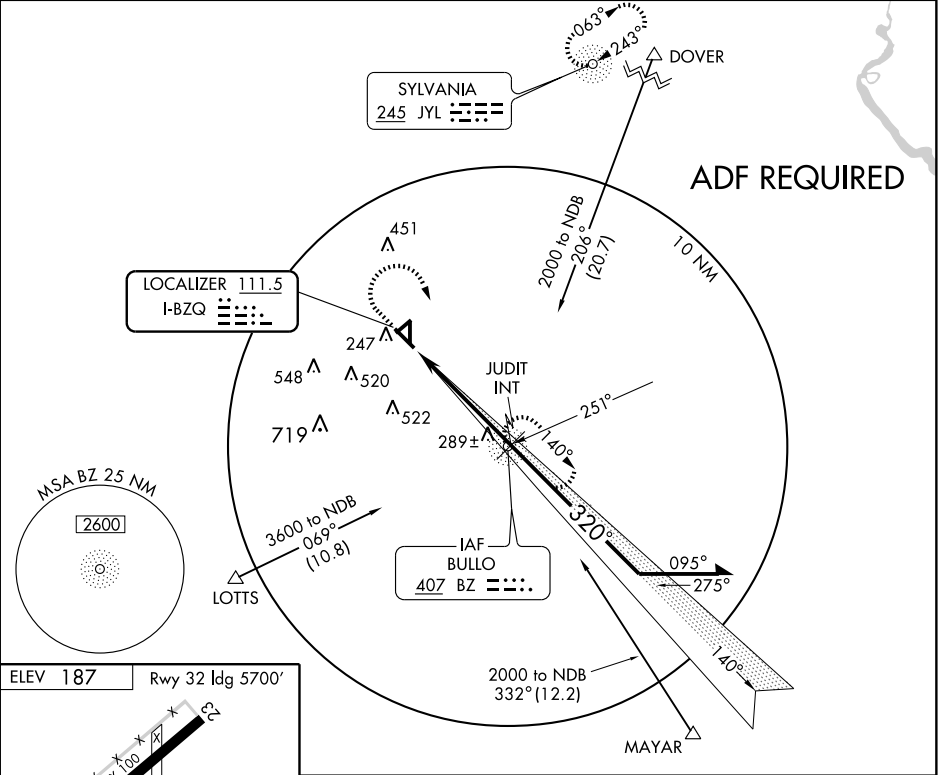
ILS or LOC RWY 32  
STATESBORO-BULLOCH COUNTY (TBR)

ADF REQUIRED.  
▲ NA If local altimeter setting not received, use Savannah/Hilton Head International altimeter setting and increase all MDAs/DAs 100 feet.

MALSR  
A5

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct BULLO NDB and hold.


AWOS-3 119.025	SAVANNAH APP CON★ 118.4 354.0	UNICOM 122.8 (CTAF) 0
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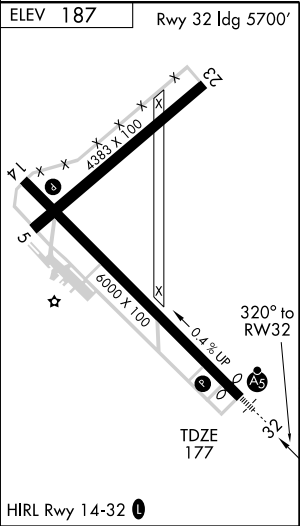
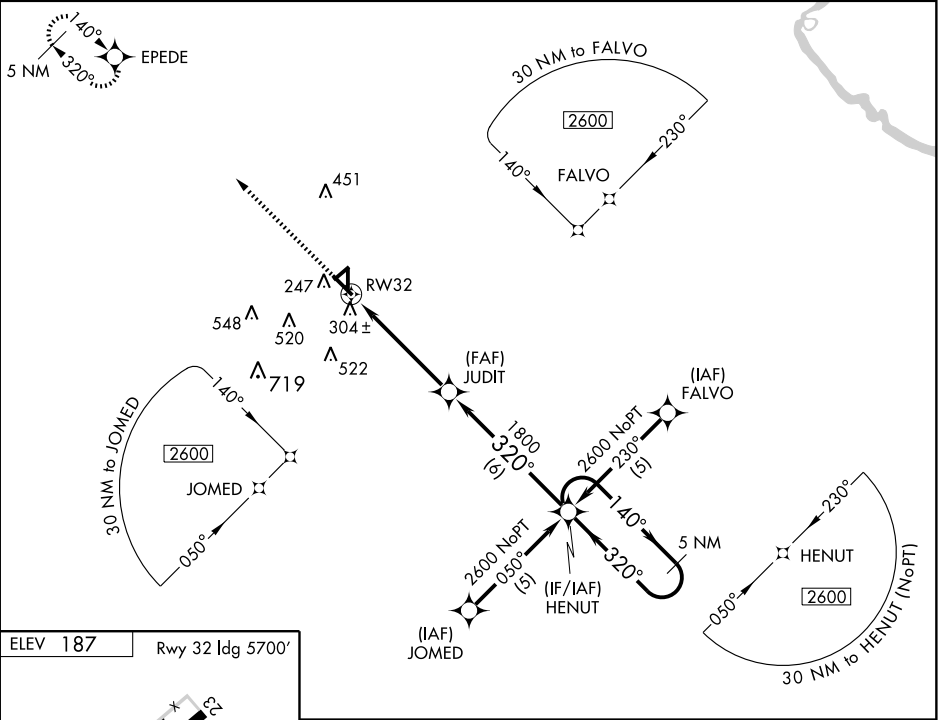
<div><div><div>0</div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div><div>26</div><div>27</div><div>28</div><div>29</div><div>30</div><div>31</div><div>32</div><div>33</div><div>34</div><div>35</div><div>36</div><div>37</div><div>38</div><div>39</div><div>40</div><div>41</div><div>42</div><div>43</div><div>44</div><div>45</div><div>46</div><div>47</div><div>48</div><div>49</div><div>50</div><div>51</div><div>52</div><div>53</div><div>54</div><div>55</div><div>56</div><div>57</div><div>58</div><div>59</div><div>60</div><div>61</div><div>62</div><div>63</div><div>64</div><div>65</div><div>66</div><div>67</div><div>68</div><div>69</div><div>70</div><div>71</div><div>72</div><div>73</div><div>74</div><div>75</div><div>76</div><div>77</div><div>78</div><div>79</div><div>80</div><div>81</div><div>82</div><div>83</div><div>84</div><div>85</div><div>86</div><div>87</div><div>88</div><div>89</div><div>90</div><div>91</div><div>92</div><div>93</div><div>94</div><div>95</div><div>96</div><div>97</div><div>98</div><div>99</div><div>100</div></div><div>TDZE 177</div><div>HIRL Rwy 14-32</div><div>FAF to MAP 4.9 NM</div><div><div>Knots</div><div>Min:Sec</div><div>60</div><div>90</div><div>120</div><div>150</div><div>180</div><div>4:54</div><div>3:16</div><div>2:27</div><div>1:58</div><div>1:38</div></div></div>		CATEGORY	A		B		C		D			
		S-ILS 32	377-½ 200 (200-½)									
		S-LOC 32	540-½ 363 (400-½)								540-¾ 363 (400-¾)	
		CIRCLING	640-1 453 (500-1)				840-1¾ 653 (700-1¾)				880-2¼ 693 (700-2¼)	

WAAS CH <b>81829</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev	<b>5700</b> <b>177</b> <b>187</b>
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RNAV (GPS) RWY 32  
STATESBORO-BULLOCH COUNTY (TBR)

<b>A</b> Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. VDP and Baro-VNAV NA when using Savannah/Hilton Head altimeter setting. If local altimeter setting not received, use Savannah/Hilton Head altimeter setting and increase all DAs/MDAs 100 feet.	MALSR 	MISSED APPROACH: Climb to 2600 direct EPEDE and hold.
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AWOS-3 <b>119.025</b>	SAVANNAH APP CON★ <b>118.4 354.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2600	EPEDE	VGSI and RNAV glidepath not coincident.	HENUT	5 NM Holding Pattern
*LNAV Only	*1.2 NM to RW32	JUDIT	140°	2600
RW32	1.2	3.8 NM	6 NM	GS 3.00° TCH 47
CATEGORY	A	B	C	D
LPV DA	427-½	250 (300-½)		
LNAV/ VNAV DA	645-1¼	468 (500-1¼)		
LNAV MDA	560-½	383 (400-½)	560-1 383 (400-1)	
CIRCLING	640-1¾	453 (500-1¾)	840-1¾ 653 (700-1¾)	880-2¼ 693 (700-2¼)



LOC I-SBO	APP CRS	Rwy Idg	6021
109.35	133°	TDZE	327
		Apt Elev	327

LOC/NDB RWY 13

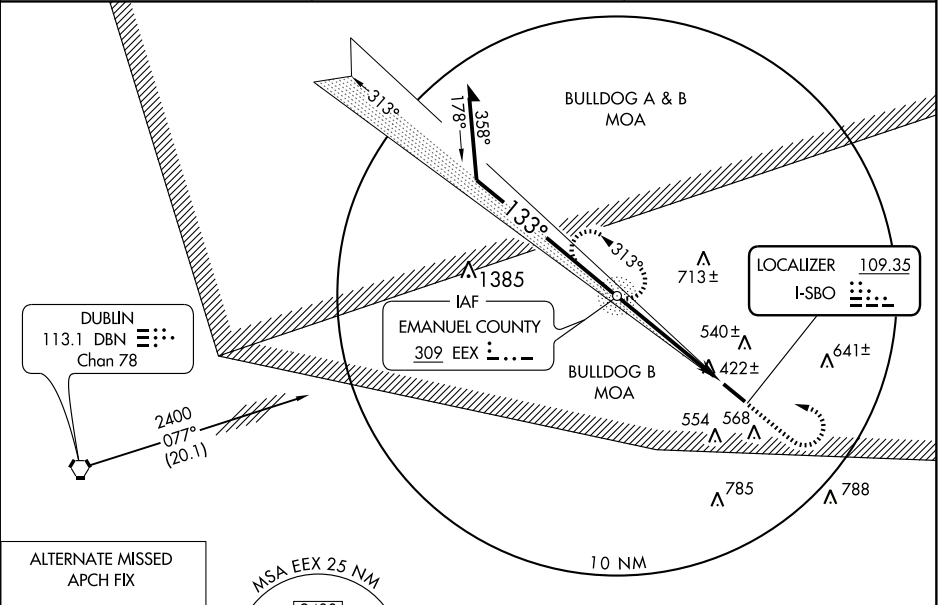
SWAINSBORO/ EMANUEL COUNTY (SBO)

**ADF required.** Visibility reduction by helicopters NA.

**When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C & D visibilities ¼, increase circling Cat. C visibility to 2 miles and Cat. D visibility to 2¼ miles.**

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2400 direct EEX NDB and hold.

AWOS-3 133.375	ATLANTA CENTER 135.55 343.75	UNICOM 122.975 (CTAF) 1
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**ALTERNATE MISSED APCH FIX**

097°

277° R-097

DUBLIN DBN 113.1 Chan 78

Remain within 10 NM

2400

313°

133°

NDB

3.12° TCH 45

2000

4.9 NM

1200

2400

EEX 309

CATEGORY	A	B	C	D
S-13	680-1	353 (400-1)		680-1¼ 353 (400-1¼)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

ELEV 327	133° 4.9 NM from FAF	TDZE 327	6021 x 100	HIRL Rwy 13-31 1
Knots				
Min:Sec				
60	90	120	150	180
4:54	3:16	2:27	1:58	1:38

NDB EEX	APP CRS	Rwy Idg	<b>6021</b>
<b><u>309</u></b>	<b>133°</b>	TDZE	<b>327</b>
		Apt Elev	<b>327</b>

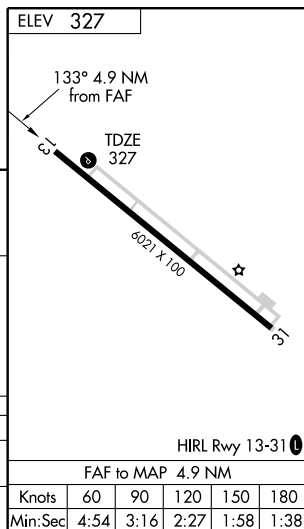
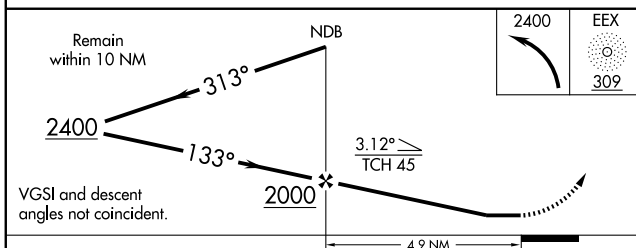
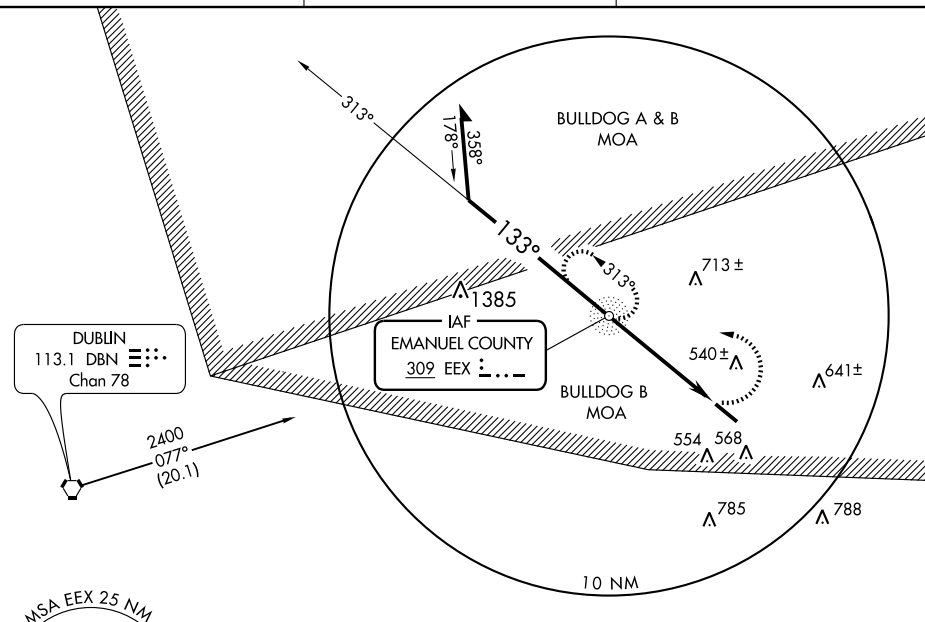
**T** Visibility reduction by helicopters NA. When local altimeter not received, use 1000 ft. increase all MDAs 80 feet; increase SIDs 100 feet; increase circling Cat. C visibility to 2,000 ft.

**MISSED APPROACH:** Climbing left turn to 2400 direct EEX NDB and hold.

AWOS-3  
**133,375**

ATLANTA CENTER  
135.55 343.75

UNICOM  
122.975 (CTAF) **L**



WAAS CH <b>97603</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg <b>6021</b> TDZE <b>327</b> Apt Elev <b>327</b>
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## RNAV (GPS) RWY 13

SWAINSBORO/ EMANUEL COUNTY (SBO)

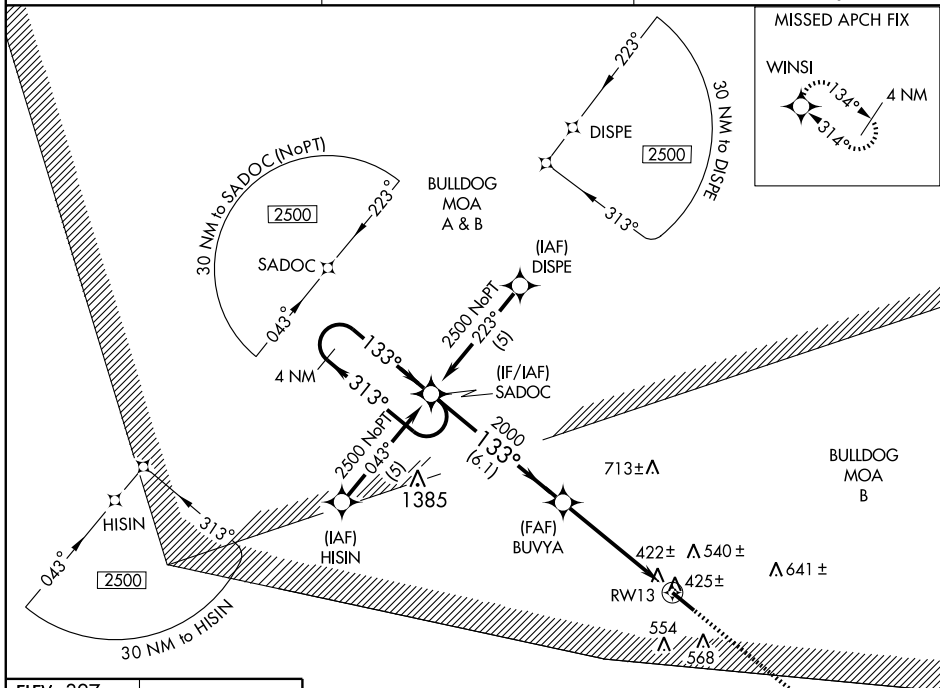
Baro-VNAV NA when using Vidalia altimeter setting). For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs and MDAs 80 feet; increase LPV and LNAV/VNAV visibilities  $\frac{1}{2}$  all Cats, increase LNAV Cats C and D visibilities  $\frac{1}{4}$  mile, increase Circling Cat. C visibility to 2 and Circling Cat. D visibility to  $2\frac{1}{4}$ .

**MISSED APPROACH:**  
Climb to 2500 direct  
WINSI and hold.

AWOS-3  
**133.375**

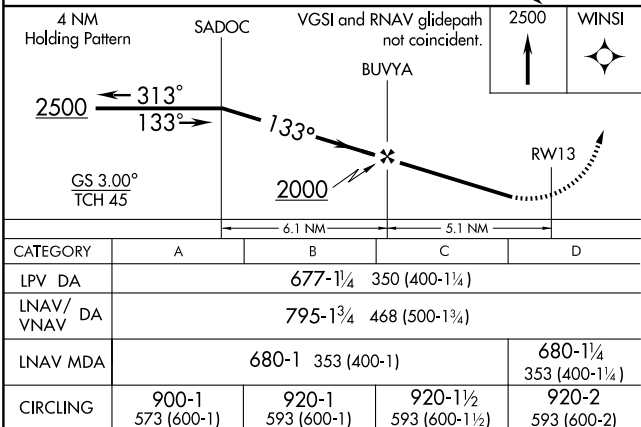
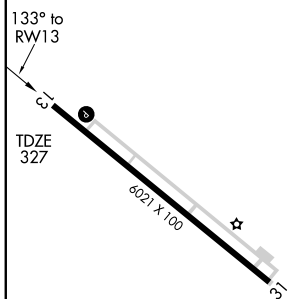
ATLANTA CENTER  
135.55 343.75

UNICOM  
**122.975** (CTAF) **L**



SE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 327

HIRL Rwy 13-31 **L**

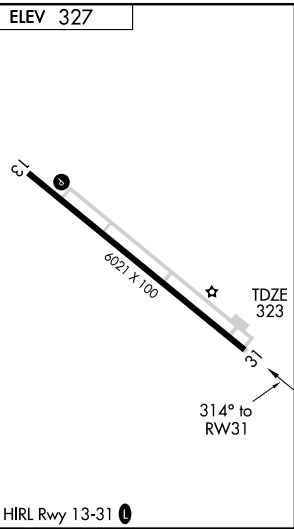
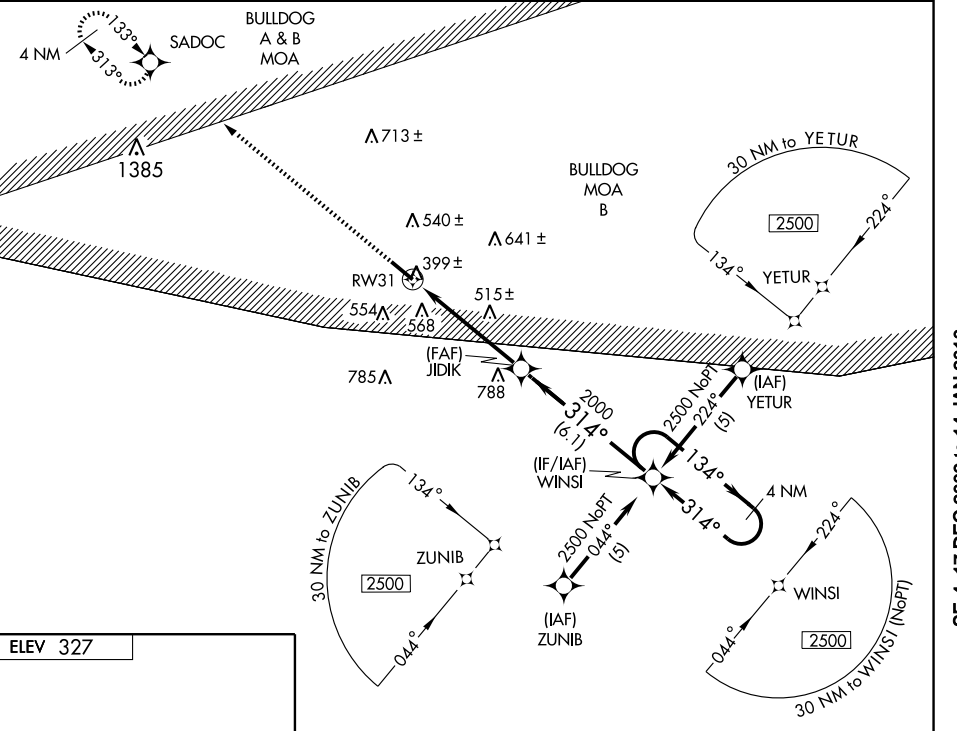
Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 706, LNAV/VNAV DA to 911, and all MDAs 80 feet; increase LPV visibility ½ mile all Cats, increase LNAV/VNAV visibility ¾ all Cats, increase LNAV Cats C and D visibilities ¼, increase circling Cat C to 2 and Cat D to 2½.

MISSED APPROACH:  
Climb to 2500 direct  
SADOC and hold.

AWOS-3  
133.375

ATLANTA CENTER  
135.55 343.75

UNICOM  
122.975 (CTAF) 0



2500	SADOC	VGSI and RNAV glidepath not coincident.	WINSI	4 NM Holding Pattern
		JIDIK	134° → 2500 ← 314°	
		2000	GS 3.00° TCH 57	
5 NM		6.1 NM		
CATEGORY	A	B	C	D
LPV DA	641-1 318 (400-1)			
LNAV/VNAV DA	669-1¼ 346 (400-1¼)			
LNAV MDA	820-1 497 (500-1)		820-1¼ 497 (500-1¼)	820-1½ 497 (500-1½)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

VORTAC DBN <b>113.1</b> Chan <b>78</b>	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>327</b>
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VOR/DME-A  
SWAINSBORO/EMANUEL COUNTY (SBO)

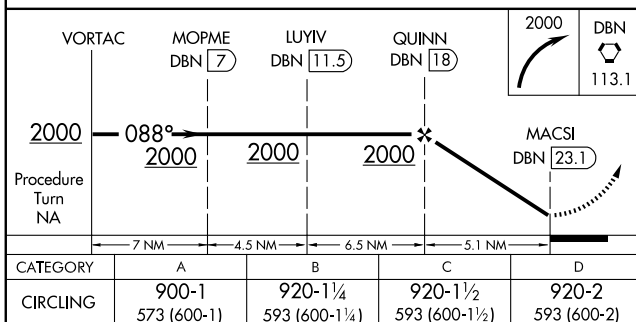
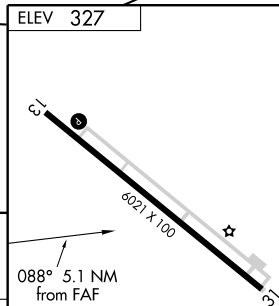
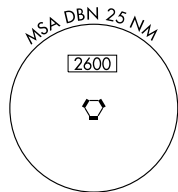
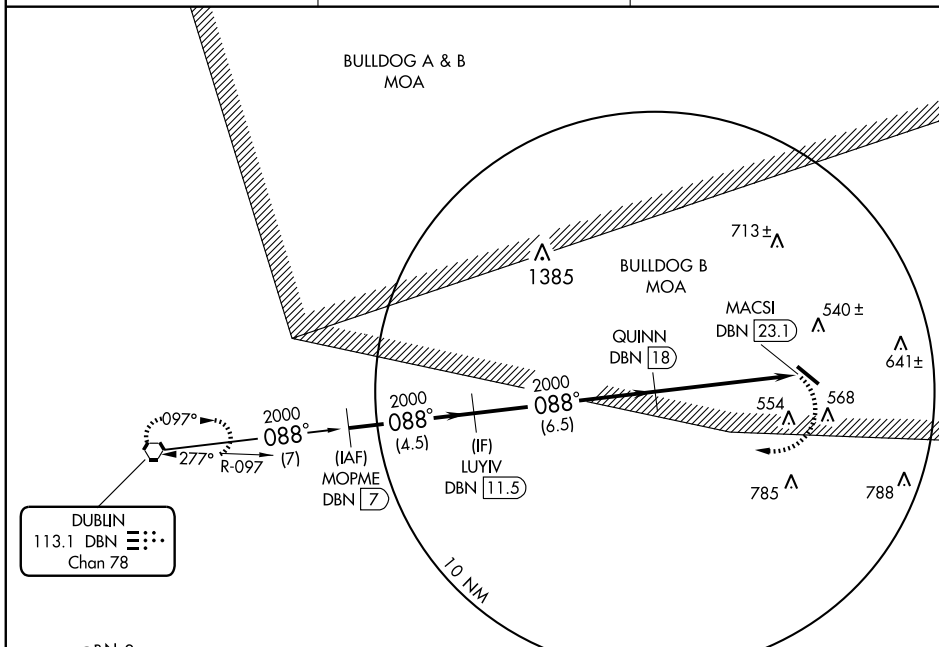
**T**  
**A** When local altimeter not received, use Vidalia altimeter setting and increase MDA 80 feet; increase Cat. C visibility to 2 miles and Cat. D visibility to 2 ¼ miles.

**MISSED APPROACH:** Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3  
133,375

ATLANTA CENTER  
135.55 343.75

UNICOM  
122.975 (CTAF) **L**

HIRL Rwy 13-31 **L**

NDB RWY 23

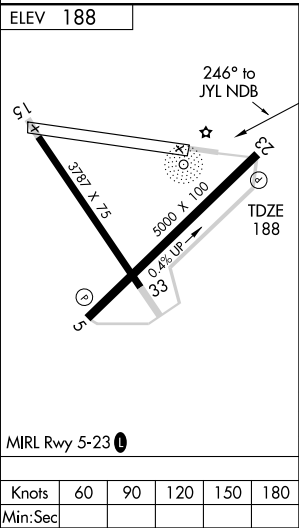
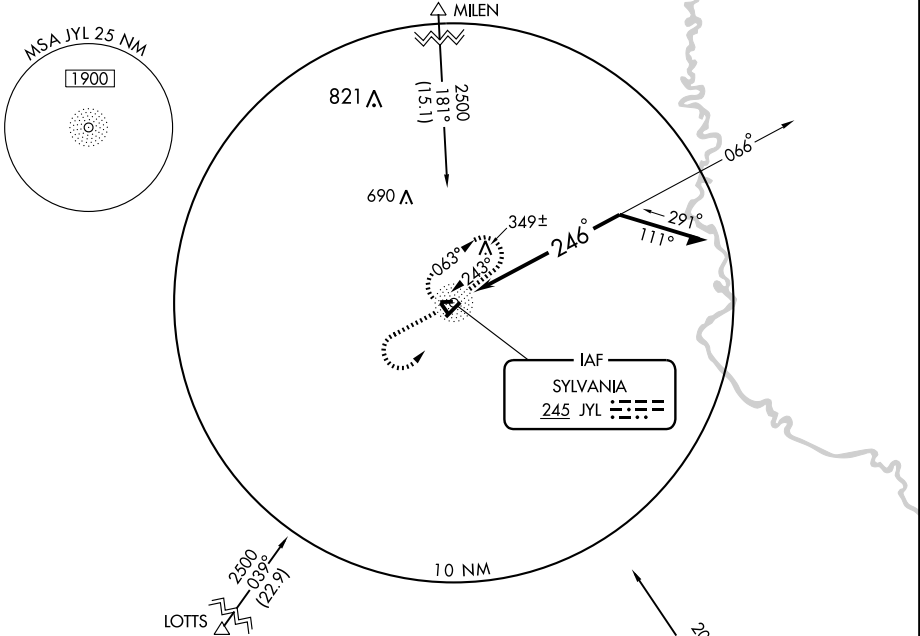
SYLVANIA/PLANTATION AIRPARK (JYL)

NDB JYL	APP CRS	Rwy Idg	5000
245	246°	TDZE	188
		Apt Elev	188

▼ Visibility reduction by helicopters NA.  
▲ If local altimeter setting not received, use Savannah altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JYL NDB and hold.

AWOS-3 118.875	JACKSONVILLE CENTER 132.5 363.2	UNICOM 122.8 (CTAF) 0
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1500	2000	JYL 245	NDB	Remain within 10 NM
			066°	2000
			246°	
CATEGORY	A	B	C	D
S-23	700-1	512 (600-1)	700-1½ 512 (600-1½)	700-1¾ 512 (600-1¾)
CIRCLING	700-1	512 (600-1)	700-1½ 512 (600-1½)	740-2 552 (600-2)

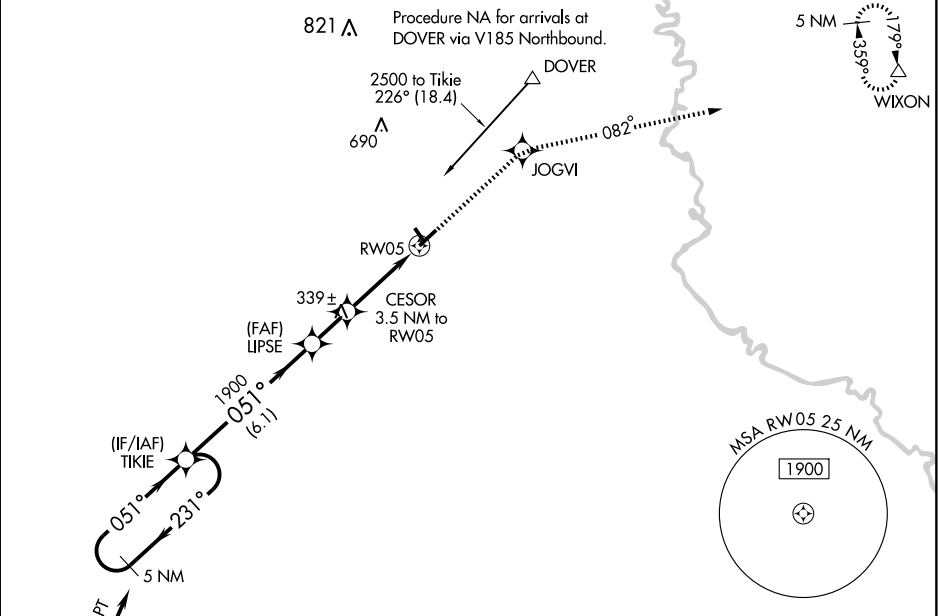
WAAS CH <b>93605</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev <b>5000</b> <b>178</b> <b>188</b>
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RNAV (GPS) RWY 5  
SYLVANIA/ PLANTATION AIRPARK (JYL)

- ▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

**▲** If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 583 feet; LNAV/VNAV DA to 604 feet; increase all MDAs 120 feet.
- MISSED APPROACH:** Climb to 4000 direct JOGVI and via 082° track to WIXON and hold, continue climb-in-hold to 4000.

AWOS-3 <b>118.875</b>	JACKSONVILLE CENTER <b>132.5 363.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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**ELEV 188**

51 **▲** 3787 X 75

239± **▲**

5000 X 100

0.4% UP

33 **▲**

239± **▲**

051° to RW05

TDZE 178

MIRL Rwy 5-23 **0**

5 NM Holding Pattern	TIKIE	4000 JOGVI	TRK 082°	WIXON
2500 ← 231°	051° →	051°		
GS 3.00° TCH 54		LIPSE		
VGSI and RNAV glidepath not coincident.		CESOR 3.5 NM to RW05		
		*1340		
	6.1 NM	1.7 NM	3.5 NM	
CATEGORY	A	B	C	D
LPV DA		478-1	300 (300-1)	
LNAV/VNAV DA		499-1	321 (400-1)	
LNAV MDA		500-1	322 (400-1)	
CIRCLING	640-1	452 (500-1)	640-1½ 452 (500-1½)	740-2 552 (600-2)

WAAS CH <b>93799</b> <b>W23A</b>	APP CRS <b>232°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>188</b> <b>188</b>
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# RNAV (GPS) RWY 23

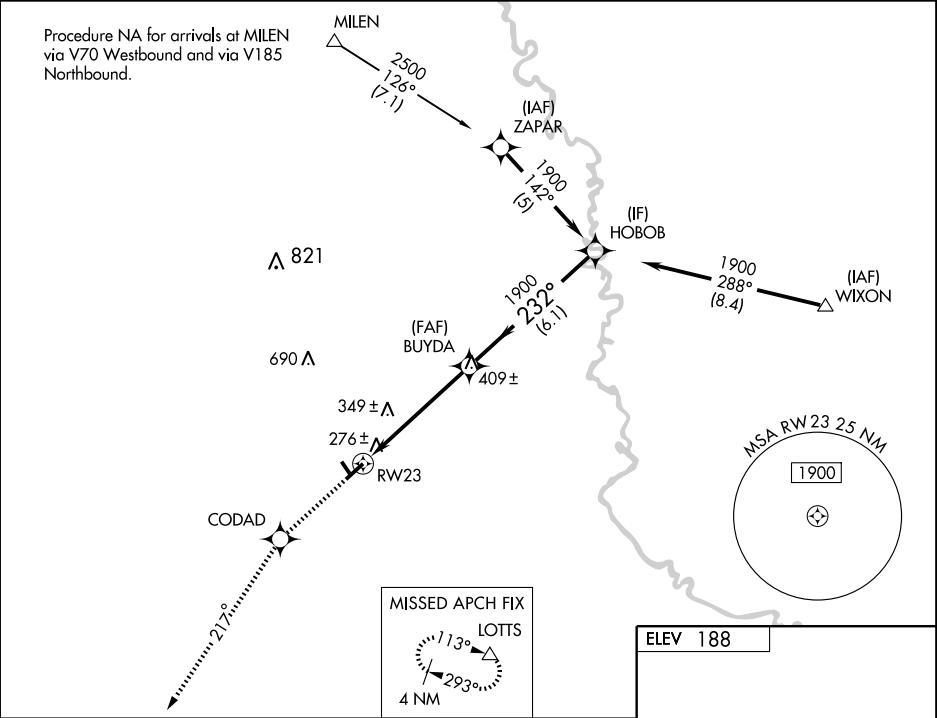
SYLVANIA/ PLANTATION AIRPARK (JYL)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

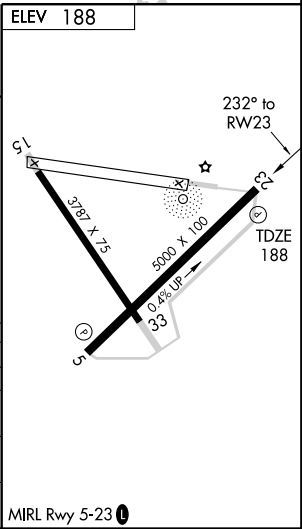
**▲** If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 620 feet; LNAV/VNAV DA to 664 feet; increase all MDAs 120 feet.

**MISSED APPROACH:** Climb to 3000 direct CODAD and via 217° track to LOTS and hold.

AWOS-3 <b>118.875</b>	JACKSONVILLE CENTER <b>132.5 363.2</b>	UNICOM <b>122.8 (CTAF) 1</b>
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3000	CODAD	TRK 217°	LOTS	VGSI and RNAV glidepath not coincident.	Procedure Turn NA
				BUYDA	HOBBOB
				232°	1900
				1900	
				GS 3.00°	TCH 52
				5.1 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA		515-1	327 (400-1)		
LNAV/VNAV DA		559-1¼	371 (400-1¼)		
LNAV MDA	600-1	412 (500-1)	600-1¼	412 (500-1¼)	
CIRCLING	640-1	452 (500-1)	640-1½	740-2	552 (600-2)





LOC/DME I-OPN  
**109.75**  
Chan **34 (Y)**

APP CRS  
**301°**

Rwy Idg **5651**  
TDZE **796**  
Apt Elev **798**

ILS or LOC RWY 30

THOMASTON-UPSON COUNTY (OPN)

ADF REQUIRED. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase S-LOC 30 Cats C and D visibility ¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-ILS 30 all Cats visibility to 1 mile. VDP NA when using Peachtree City-Falcon Field altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold, continue climb-in-hold to 3000.

AWOS-3  
**133.975**

ATLANTA APP CON ★  
**124.2 279.6**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**

**LOCALIZER 109.75**  
I-OPN [5]  
Chan 34(Y)

**IAF YATES**  
339 OP [5]  
I-OPN [5]

**301°**

**10 NM**

**MSA OP 25 NM**  
3500

**BOWLIN** 4000 to LOM 134° (13.8)

**GRANT** 4000 064° (11)

**1446** **1643** **1556**

**894±** **929±**

**121°** **16°** **346°** **121°**

ELEV 798

**MRL Rwy 12-30 0**

**FAF to MAP 4 NM**

**TDZE 796**

**301° 4 NM from FAF**

**6350 X 100**

**10 12 14 16 18**

**30**

**301°**

**ADF REQUIRED**

1500

3000

OP 339

**LOM I-OPN [5]**

**2141**

**121°**

**301°**

**2400**

**2200**

**VGSI and ILS glidepath not coincident.**

**GS 3.00° TCH 51**

**1.1 NM** **3 NM**

**1500** **3000** **OP 339**

ALTERNATE MISSED APCH FIX

ATL 116.9 Chan 116

GRANT

CSG 117.1 Chan 118

R-176

R-067

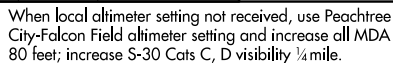
067°

247°

CATEGORY	A	B	C	D
S-ILS 30	996-1/2 200 (200-1/2)			
S-LOC 30	1160-1/2 364 (400-1/2)			1160-3/4 364 (400-3/4)
CIRCLING	1260-1 462 (500-1)		1260-1 1/2 462 (500-1 1/2)	1360-2 562 (600-2)

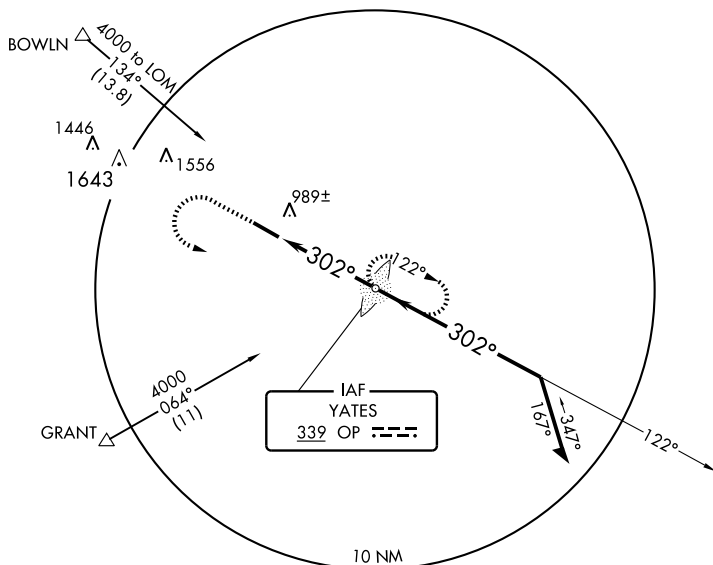
SE-4, 17 DEC 2009 to 14 JAN 2010

NDB RWY 30  
THOMASTON-UPSON COUNTY (OPN)



**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold.

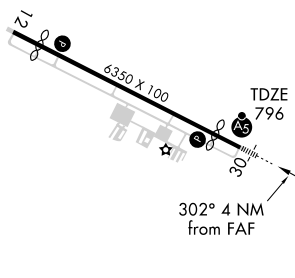
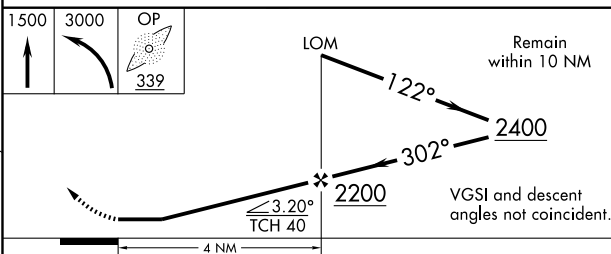
UNICOM  
122.8 (CTAF) **L**



MSA OP 25 NM

3.500

ELEV 798

MIRL Rwy 12-30 **L**

VGSI and descent  
angles not coincident.

CATEGORY	A	B	C	D
S-30	1300- <sup>3</sup> / <sub>4</sub>	504 (600- <sup>3</sup> / <sub>4</sub> )	1300-1 504 (600-1)	1300-1 <sup>1</sup> / <sub>4</sub> 504 (600-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	1300-1	502 (600-1)	1300-1 <sup>1</sup> / <sub>2</sub> 502 (600-1 <sup>1</sup> / <sub>2</sub> )	1360-2 562 (600-2)

WAAS CH <b>63115</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Idg TDZE <b>5702</b> <b>791</b> Apt Elev <b>798</b>
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RNAV (GPS) RWY 12

THOMASTON-UPSON COUNTY (OPN)

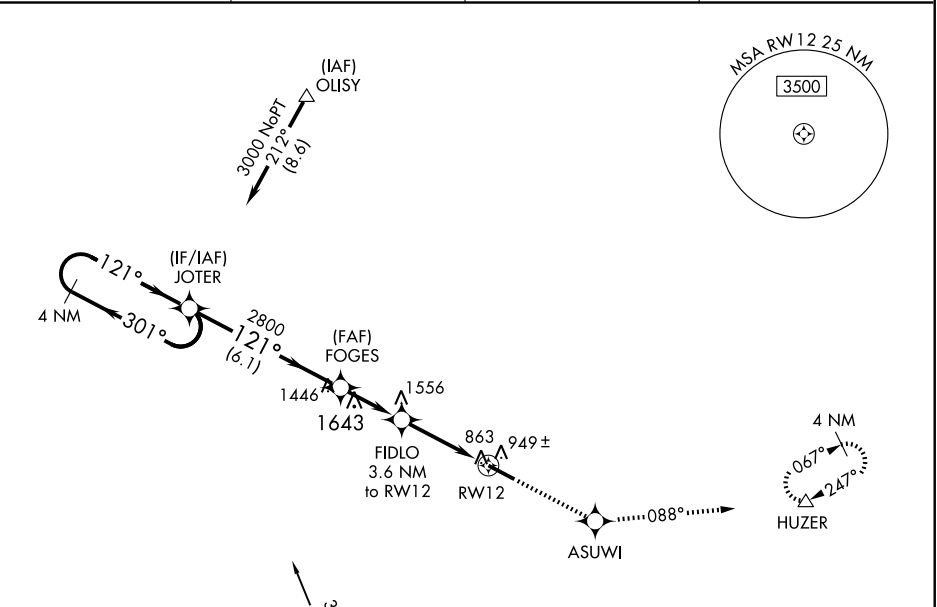
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LPV visibility ¼ mile all Cats, LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASUWI and via track 088° to HUZER and hold.

AWOS-3 <b>133.975</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>📻</b>
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VGSi and RNAV glidepath not coincident.

3000

ASUWI

track 088°

HUZER

4 NM Holding Pattern

JOTER

FOGES

FIDLO 3.6 NM to RWY 12

RWY 12

\*LNAV Only

GS 3.00° TCH 50

2800

\*1980

6.1 NM

2.5 NM

3.6 NM

CATEGORY	A	B	C	D
LPV DA	1063-1		272 (300-1)	
LNAV MDA	1200-1 409 (500-1)		1200-1¼ 409 (500-1¼)	
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½) 1360-2 562 (600-2)	

ELEV 798

121° to RWY 12

TDZE 791

6350 X 100

30°

MIRL Rwy 12-30 **📻**

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>58215</b> <b>W30A</b>	APP CRS <b>301°</b>	Rwy Idg TDZE Apt Elev	<b>5651</b> <b>796</b> <b>798</b>
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RNAV (GPS) RWY 30

THOMASTON-UPSON COUNTY (OPN)

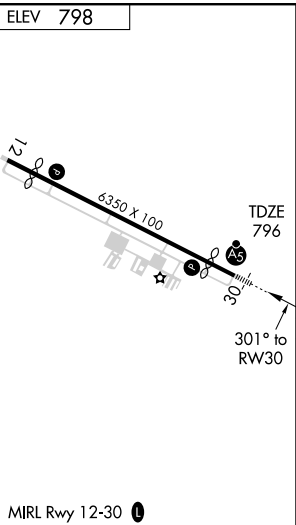
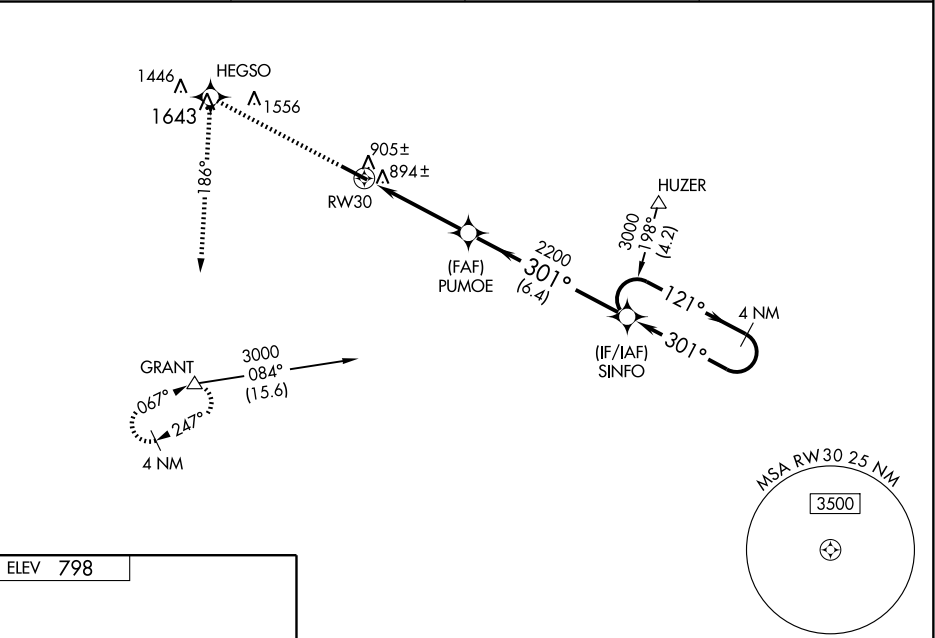
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile. For inoperative MALS, increase LNAV Cat D visibility ¼ mile. For inoperative MALS, when using Peachtree City-Falcon Field altimeter setting; increase LPV visibility ½ mile all Cats.

MALS

MISSED APPROACH: Climb to 3000 direct HEGSO and climbing left turn via track 186° to GRANT and hold.

AWOS-3 <b>133.975</b>	ATLANTA APP CON ★ <b>124.2 279.6</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF)
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3000	HEGSO	GRANT	VGSI and RNAV glidepath not coincident	4 NM Holding Pattern
trk 186°				
*LNAV only	*1.3 NM to RW30			
1.3 NM	2.9 NM	6.4 NM		
301° to RW30				
3000	121°	301°	3000	GS 3.00° TCH 51
CATEGORY	A	B	C	D
LPV DA	996-½	200 (200-½)		
LNAV/VNAV DA	1191-¾	395 (400-¾)		
LNAV MDA	1240-½ 444 (500-½)	1240-¾ 444 (500-¾)	1360-2 502 (600-1½)	1240-1 444 (500-1)
CIRCLING	1300-1 502 (600-1)			562 (600-2)

▽

▲ NA

Inoperative table does not apply to S-LOC 22 Cat. C.  
ADF REQUIRED. When local altimeter setting not received,  
use Valdosta altimeter setting and increase DA to 683 feet,  
increase all MDAs 100 feet, increase S-ILS 22 visibilities ¼ mile,  
S-LOC 22 Cat. C ¼ mile, and Cat. D ½ mile. VDP NA when using  
Valdosta altimeter setting.

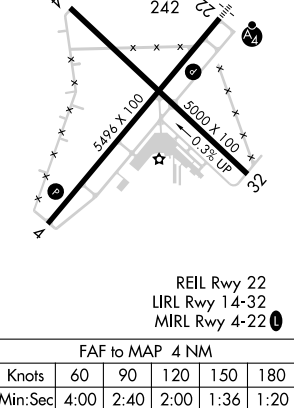
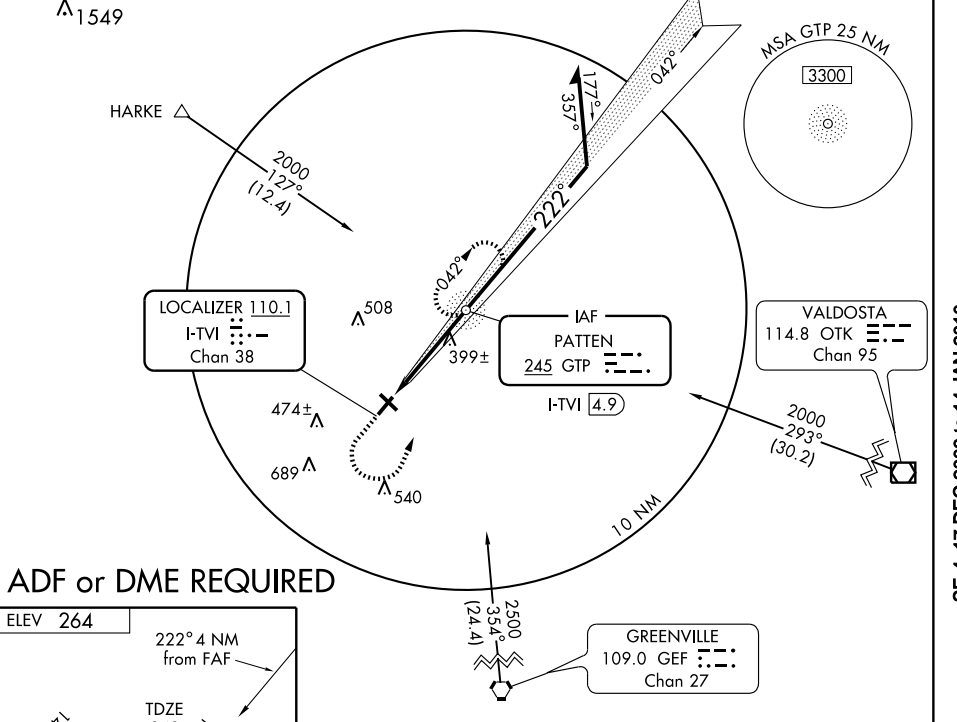
MALSF

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct GTP NDB and hold.

AWOS-3  
**119.175**

VALDOSTA APP CON ★  
**126.6 285.6**




UNICOM  
**123.075 (CTAF) 0**



<div><div>900 ↑</div><div>2000 ↷</div><div>GTP ○ 245</div></div> <div><div>NDB I-TVI 4.9</div><div>1570</div><div>042°</div><div>Remain within 10 NM</div><div>2000</div><div>222°</div><div>1600</div><div>GS 3.00° TCH 59</div><div>GS unusable below 600.</div><div>1.2 NM</div><div>2.8 NM</div></div>				
CATEGORY	A		B	
S-ILS 22	600-1¼ 358 (400-1¼)			
S-LOC 22	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

NDB GTP	APP CRS	Rwy Idg	<b>5496</b>
<b><u>245</u></b>	<b>222°</b>	TDZE	<b>242</b>
		Apt Elev	<b>264</b>

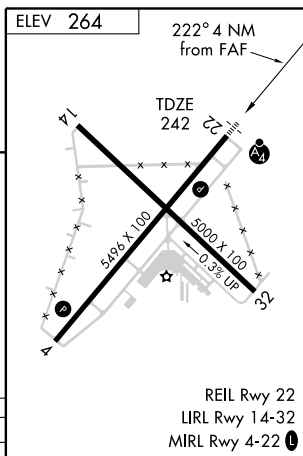
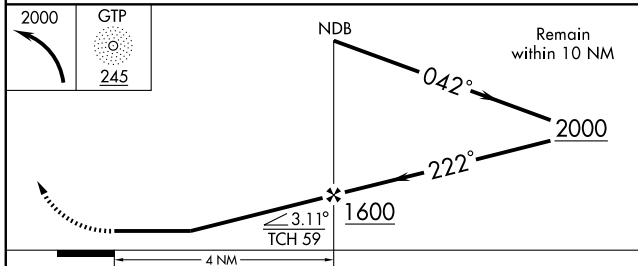
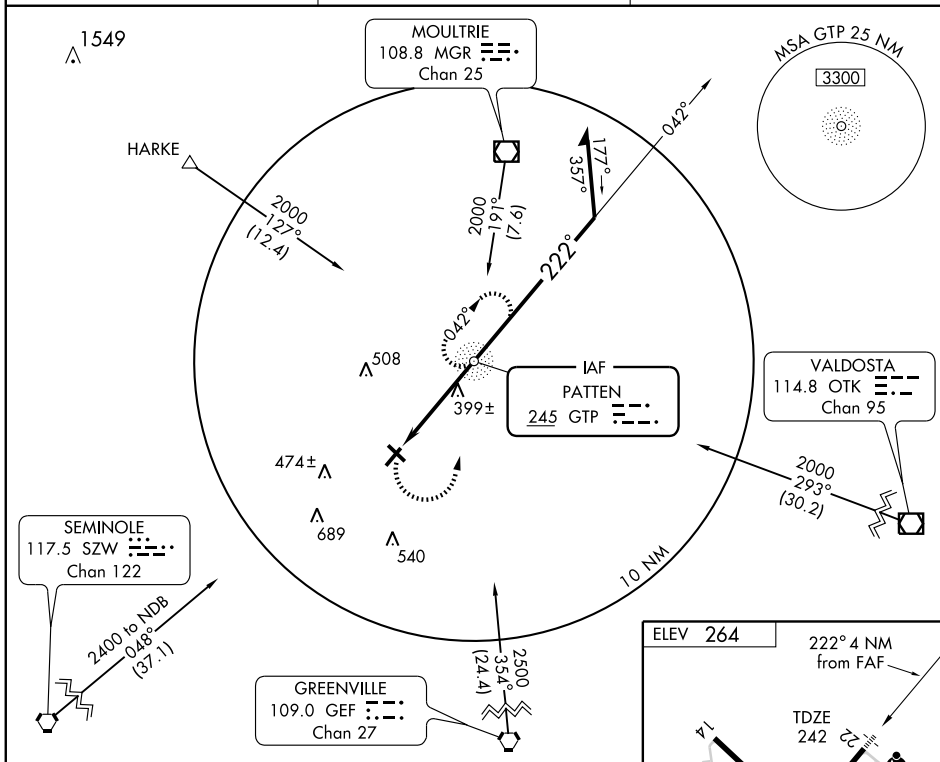
NDB RWY 22  
THOMASVILLE RGNL (TVI)

 	<p>Inoperative table does not apply to S-22 Cat. C. When local altimeter setting not received, use Valdosta altimeter setting and increase all MDAs 100 feet, increase S-22 Cat. C and D visibility ¼ mile, Circling Cat. D visibility ¼ mile.</p>	<p>MALSF</p> 	<p>MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.</p>
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AWOS-3  
**119.175**

VALDOSTA APP CON ★  
126.6 285.6

UNICOM  
123.075 (CTAF) **L**



CATEGORY	A	B	C	D
S-22	700-¾ 458 (500-¾)		700-1¼ 458 (500-1¼)	700-1½ 458 (500-1½)
CIRCLING	700-1 436 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

▼

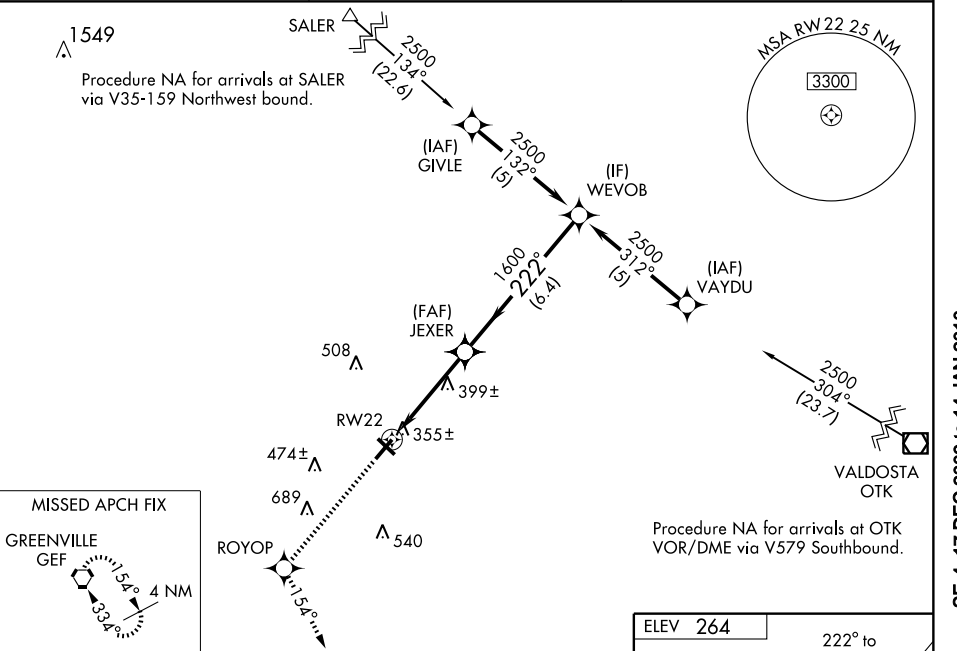
▲ NA

Inoperative table does not apply to LNAV/VNAV and LNAV Cat. C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. If local altimeter not received, use Valdosta Rgnl altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Valdosta Rgnl altimeter setting.

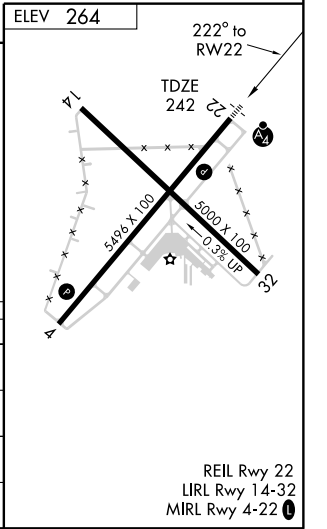
MALSF

MISSED APPROACH: Climb to 2000 direct ROYOP and via 154° track to GEF VORTAC and hold.

AWOS-3 <b>119.175</b>	VALDOSTA APP CON★ <b>126.6 285.6</b>	UNICOM <b>123.075 (CTAF)</b>
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2000	ROYOP	TRK 154°	GEF	
*LNAV only.				
<p>The diagram illustrates the arrival profile for RWY 22. It shows a dashed line for the initial approach, a solid line for the final approach, and a vertical line for the JEXER fix. Key altitudes and distances are marked: 2500 ft at the start, 1600 ft at the JEXER fix, and 222° heading. Distances are 1.2 NM, 2.9 NM, and 6.4 NM. A procedure turn NA is indicated, along with a GS 3.00° and TCH 59°.</p>				
CATEGORY	A	B	C	D
LPV DA	582-1¼ 340 (400-1¼)			
LNAV/ VNAV DA	625-1¼ 383 (400-1¼)			
LNAV MDA	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

## AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

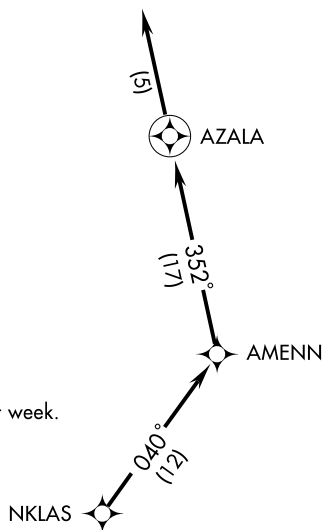
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

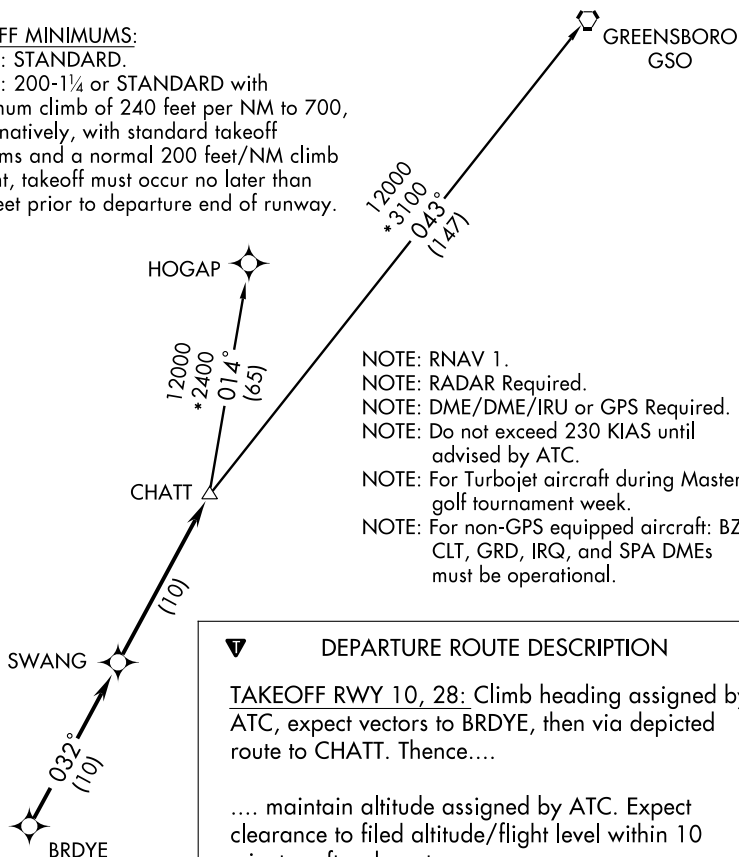


AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.



NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Turbojet aircraft during Masters golf tournament week.

NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.



**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):

HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:

Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL.

Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL.

Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

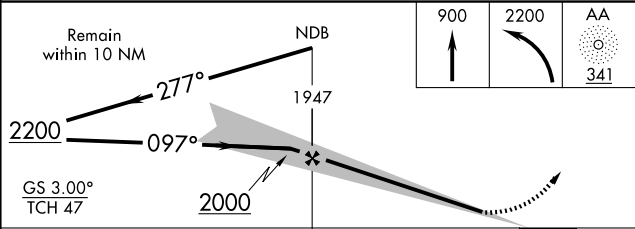
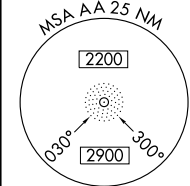
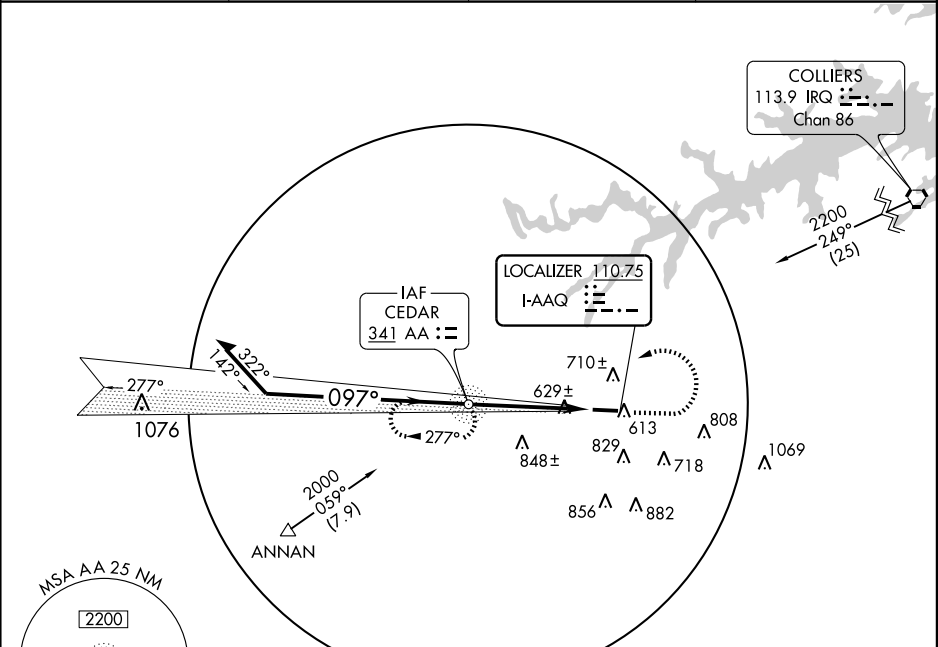
NOTE: Chart not to scale

ILS RWY 10

THOMSON-McDUFFIE COUNTY (HQU)

LOC I-AAQ <b>110.75</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>5208</b> <b>468</b> <b>498</b>
----------------------------	------------------------	-----------------------------	---

ADF REQUIRED		MISSED APPROACH: Climb to 900 then climbing left turn to 2200 direct CEDAR NDB and hold.	
AWOS-3 <b>120.625</b>	AUGUSTA APP CON ★ <b>126.8 270.3</b>	UNICOM <b>122.8 (CTAF) 0</b>	GCO <b>121.725</b>

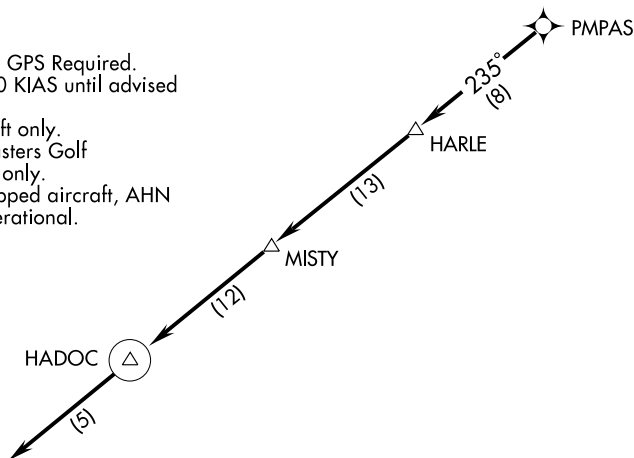


ELEV 498	097° 4.5 NM from FAF	5503 X 100	0.0% UP	28
TDZE 468				
HIRL Rwy 10-28 0				
FAF to MAP 4.5 NM				
Knots	60	90	120	150 180
Min:Sec	4:30	3:00	2:15	1:48 1:30

## MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

NOTE: RNAV 1.  
NOTE: RADAR Required.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: Do not exceed 230 KIAS until advised by ATC.  
NOTE: For turbojet aircraft only.  
NOTE: For use during Masters Golf Tournament week only.  
NOTE: For non-GPS equipped aircraft, AHN DME must be operational.

TAKEOFF MINIMUMS:

Rwy 10: Standard. ATC climb of 440 feet per NM to 4000.

Rwy 28: 200-1¼ or Standard with a minimum obstacle climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient. Takeoff must occur no later than 1800 feet prior to departure end of runway. ATC climb of 450 feet per NM to 4000.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION


TAKEOFF RWY 10, 28: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

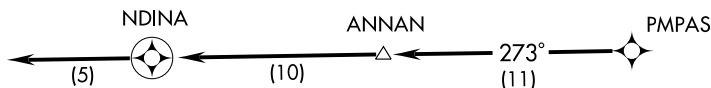
Rwy 10: Numerous trees beginning abeam DER, 31 feet left of centerline, up to 100 feet AGL/599 feet MSL. Building 934 feet from DER, 19 feet left of centerline, 50 feet AGL/549 feet MSL. Numerous trees beginning 377 feet from DER, 94 feet right of centerline, up to 100 feet AGL/599 feet MSL.

Rwy 28: Tree 5,715 feet from DER, 553 feet left of centerline, 100 feet AGL/619 feet MSL. Numerous trees beginning 32 feet from DER, 216 feet right of centerline, up to 100 feet AGL/579 feet MSL. Numerous trees beginning 8 feet from DER, 53 feet left of centerline, up to 100 feet AGL/629 feet MSL.

			4.5 NM			
CATEGORY	A	B	C	D	HIRL Rwy 10-28 	
S-10	1020-1	552 (600-1)	1020-1½ 552 (600-1½)	NA		
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA	FAF to MAP 4.5 NM	
	Knots	60	90		120	150
	Min:Sec	4:30	3:00	2:15	1:48	1:30

## NDINA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8



NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: For Prop aircraft during Masters golf tournament week.

NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.

#### TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard take-off minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.



#### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

#### TAKEOFF OBSTACLE NOTES:

Rwy10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

TAKEOFF MINIMUMS:

Rwy 10: STANDARD.

Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end.

N

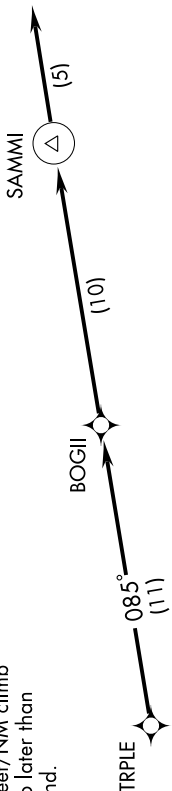


NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Do not exceed 230 KIAS until advised by ATC.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 10,28: Climb heading assigned by ATC, expect vectors to TRIPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.

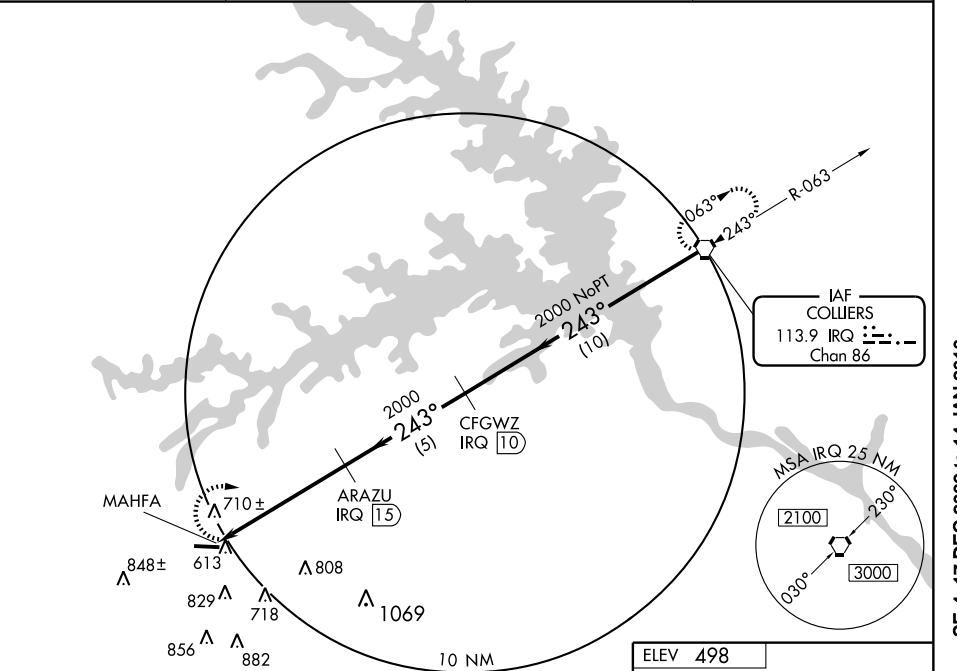
Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

▼

NA

MISSED APPROACH: Climbing right turn to 2000 direct IRQ VORTAC and hold.

<div>AWOS-3</div> <div>120.625</div>	<div>AUGUSTA APP CON ★</div> <div>126.8 270.3</div>	<div>UNICOM</div> <div>122.8 (CTAF) 0</div>	<div>GCO</div> <div>121.725</div>
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ELEV 498

243° 5.4 NM from FAF

5503 X 100

0.9% UP

28

2000	IRQ	113.9			
			ARAZU IRQ 15	CFWGZ IRQ 10	VORTAC
			MAHFA IRQ 20.4		
			2000	2000	2000
			5.4 NM	5 NM	10 NM
CATEGORY	A	B	C	D	
CIRCLING	1080-1 582 (600-1)	1080-1¼ 582 (600-1¼)	1080-1½ 582 (600-1½)	NA	

Procedure Turn NA

HIRL Rwy 10-28 0

SE-4, 17 DEC 2009 to 14 JAN 2010

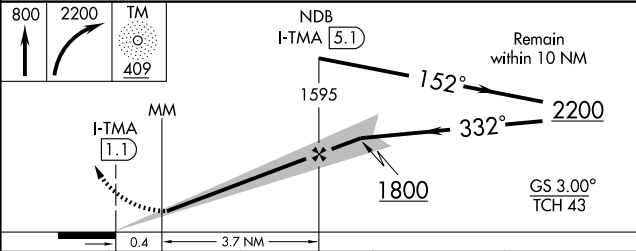
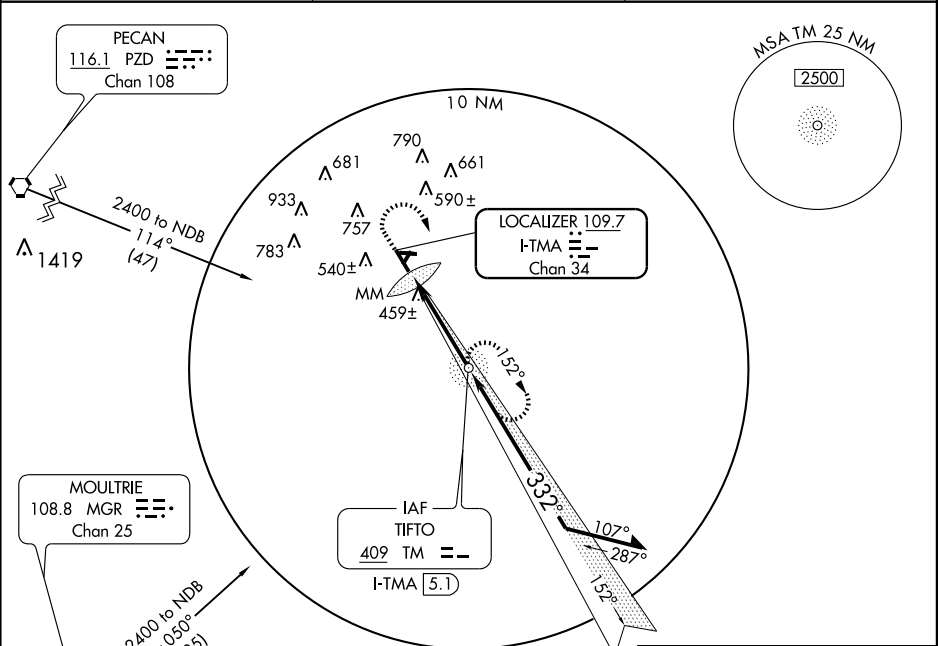
LOC/DME I-TMA	APP CRS	Rwy Idg	5504
109.7	332°	TDZE	354
Chan 34		Apt Elev	355

ILS RWY 33  
TIFTON/HENRY TIFT MYERS (TMA)

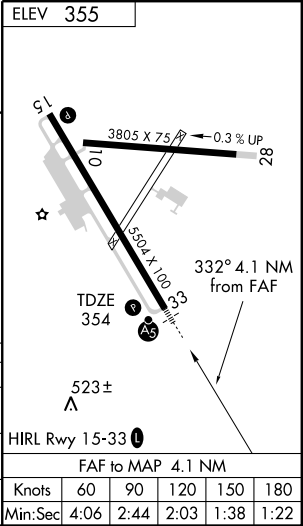
MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct TM NDB and hold.

AWOS-3 118.525	VALDOSTA APP CON ★ 126.6 285.6	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 33	554-1/2 200 (200-1/2)			
S-LOC 33	720-1/2 366 (400-1/2)		720-3/4 366 (400-3/4)	
CIRCLING	900-1 545 (600-1)		920-1 1/2 565 (600-1 1/2)	





NDB TM <b>409</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>354</b> <b>355</b>
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# NDB or GPS RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

**▼** For inoperative MALS, increase S-33 Cat  
**▲ NA** A/B visibility to 1.

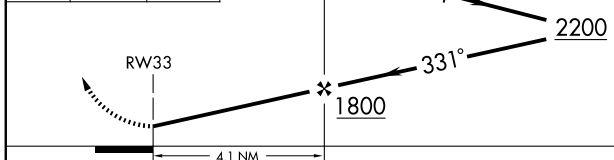
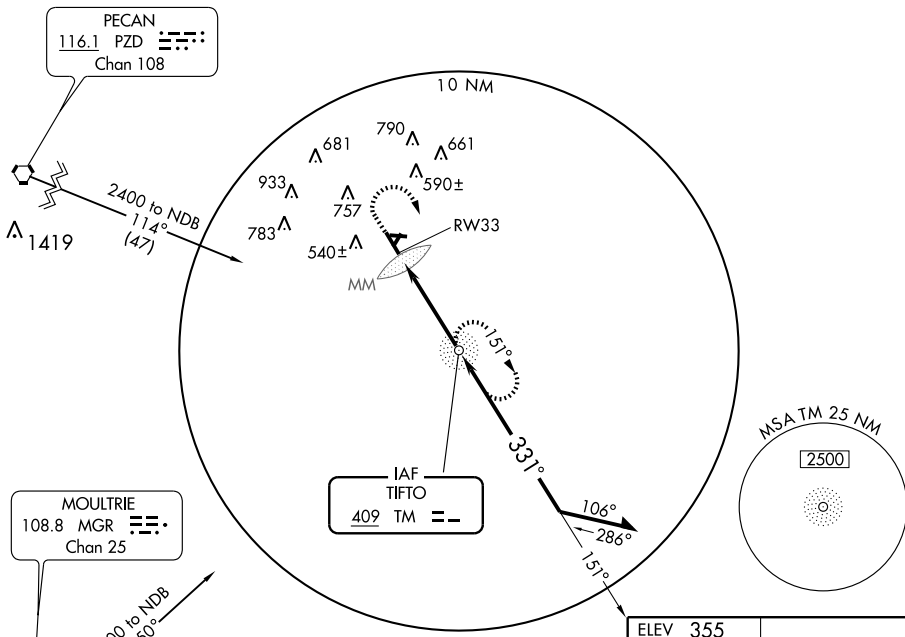


**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2200 direct to TM NDB and hold.

AWOS-3  
**118.525**

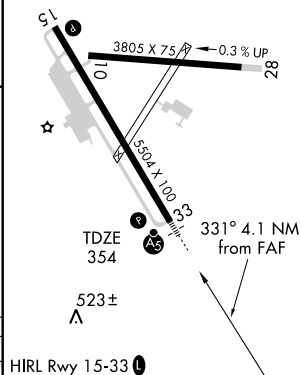
VALDOSTA APP CON ★  
**126.6 285.6**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
S-33	840-3/4 486 (500-3/4)			840-1 1/4 486 (500-1 1/4)
CIRCLING	900-1 545 (600-1)		920-1 1/2 565 (600-1 1/2)	1060-2 1/4 705 (800-2 1/4)

ELEV 355



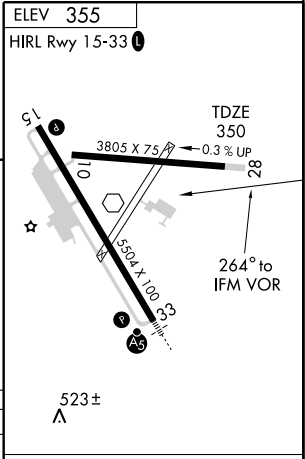
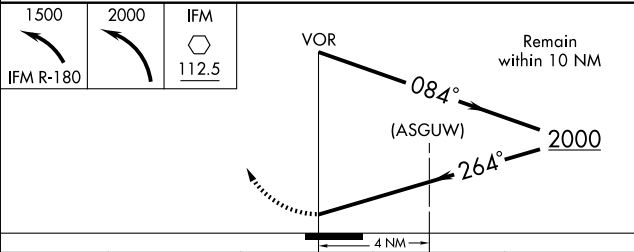
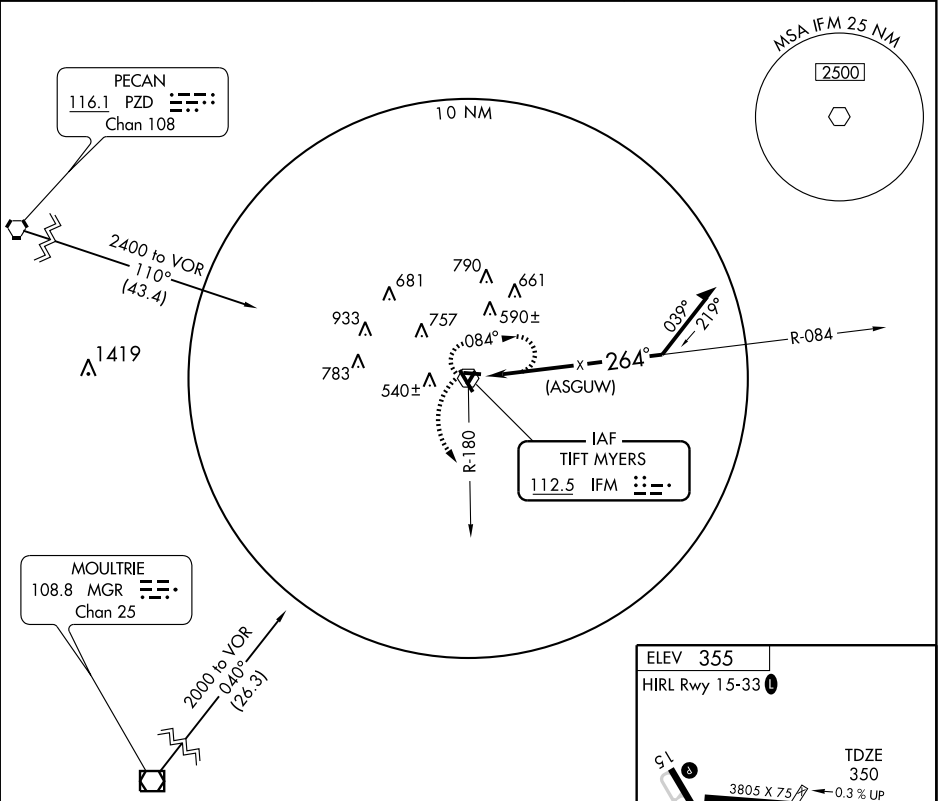
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

VOR IFM <b>112.5</b>	APP CRS <b>264°</b>	Rwy Idg TDZE Apt Elev	<b>3805</b> <b>350</b> <b>355</b>
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VOR or GPS RWY 28  
TIFTON/HENRY TIFT MYERS (TMA)

NA	S-28 minimums NA at night.	MISSED APPROACH: Climbing left turn to 1500 via IFM R-180, then climbing left turn to 2000 direct IFM VOR and hold.
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AWOS-3 <b>118.525</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-28	840-1	490 (500-1)	840-1¼ 490 (500-1¼)	840-1½ 490 (500-1½)	Min:Sec					
CIRCLING	900-1	545 (600-1)	920-1½ 565 (600-1½)	1060-2¼ 705 (800-2¼)						

VOR RWY 33

TIFTON/HENRY TIFT MYERS (TMA)

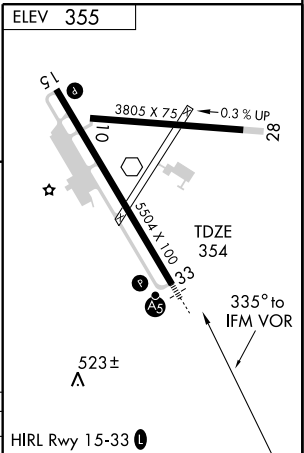
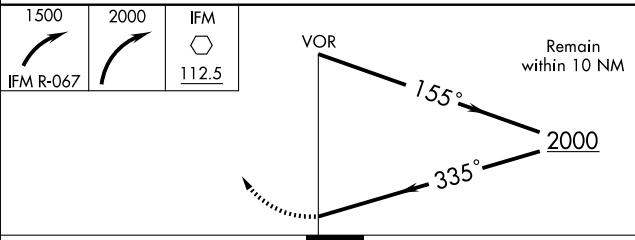
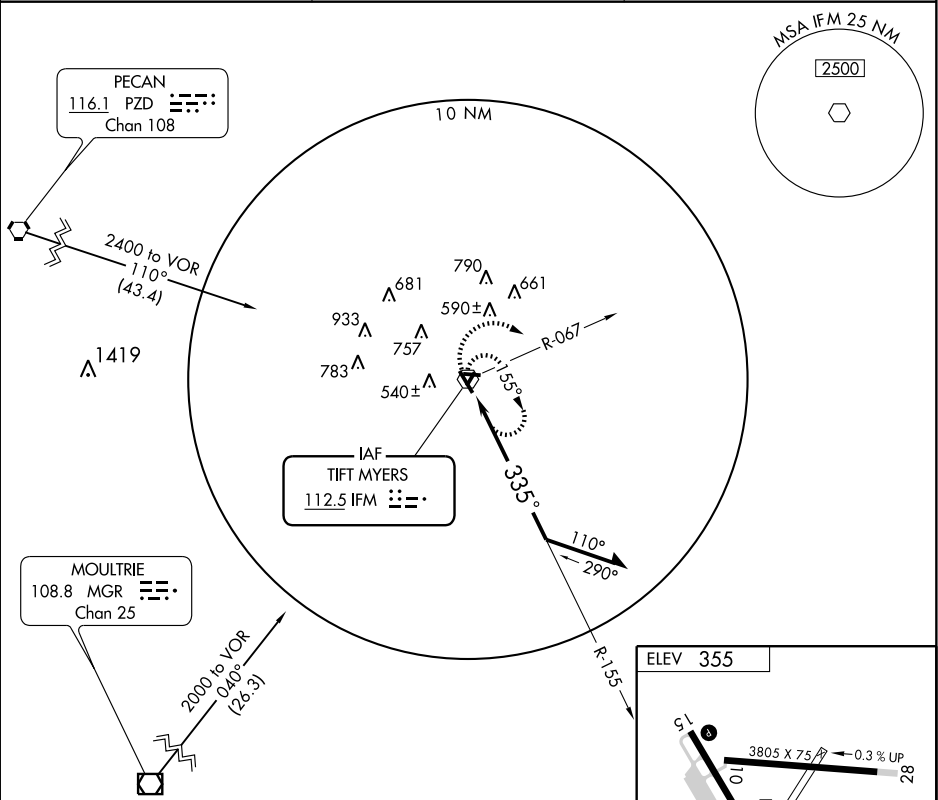
VOR IFM <b>112.5</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev <b>5504</b> <b>354</b> <b>355</b>
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For inoperative MALSR, increase S-33 Cat A/B visibility to 1.



MISSED APPROACH: Climbing right turn to 1500 via IFM R-067, then climbing right turn to 2000 direct IFM VOR and hold.

AWOS-3 <b>118.525</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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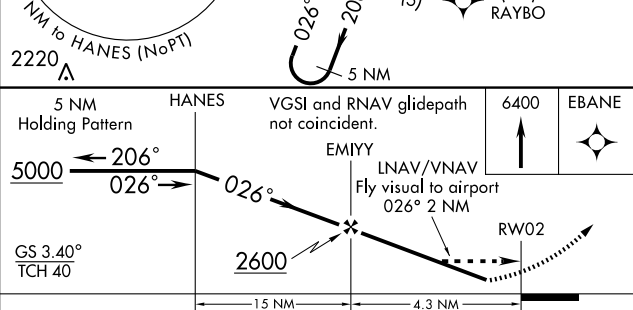
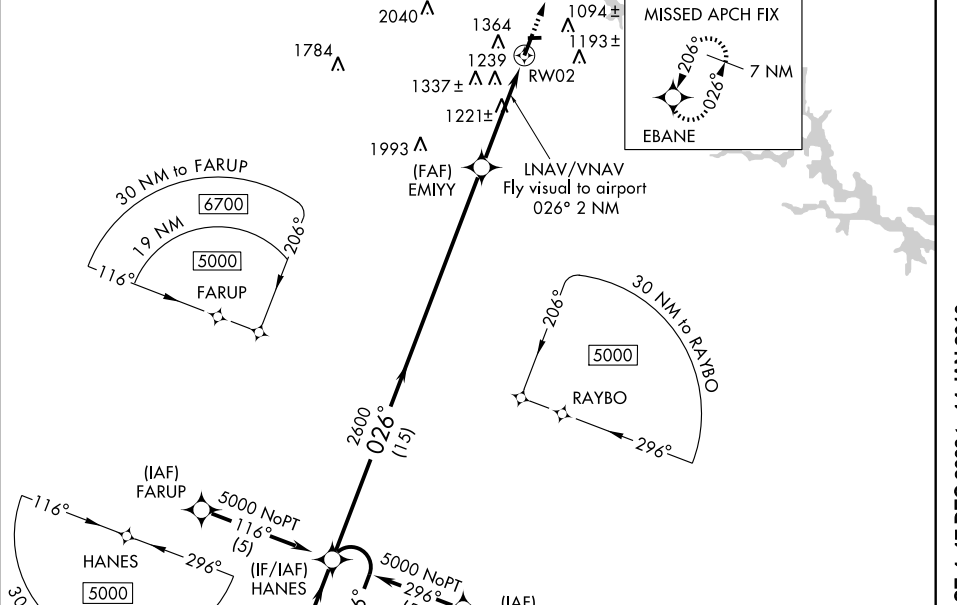
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-33	840-3/4 486 (500-3/4)			840-1 486 (500-1)	Min:Sec					
CIRCLING	900-1 545 (600-1)		920-1 1/2 565 (600-1 1/2)		1060-2 1/4 705 (800-2 1/4)					

WAAS CH <b>65705</b> <b>W02A</b>	APP CRS <b>026°</b>	Rwy Idg <b>5008</b> TDZE <b>996</b> Apt Elev <b>996</b>
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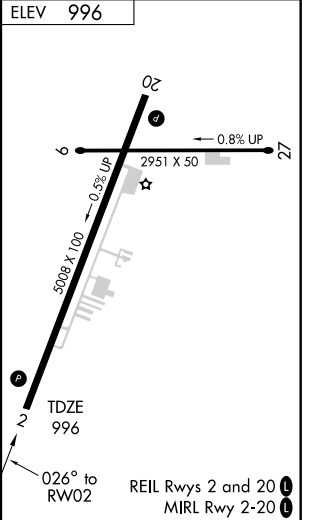
Baro-VNAV NA when using Gainesville altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1507 feet, LNAV/VNAV DA to 1859 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 6400 direct EBANE and hold, continue climb-in-hold to 6400.

AWOS-3 <b>119.625</b>	ATLANTA CENTER <b>134.8 307.9</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA	1392-1¼	396 (400-1¼)		NA
LNAV/VNAV DA	1744-2	748 (800-2)		NA
LNAV MDA	1620-1	624 (700-1)		NA
CIRCLING	1680-1	684 (700-1)		NA

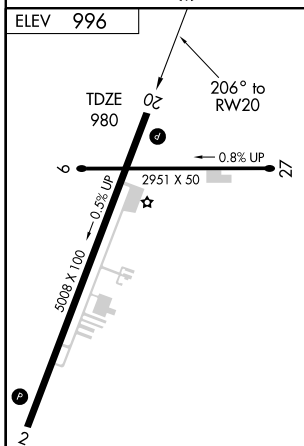


SE-4, 17 DEC. 2009 to 14 JAN 2010

# RNAV (GPS) RWY 20

## TOCCOA RG LETOURNEAU FIELD (TOC)

**MISSED APPROACH:** Climb to 5000  
direct HANES and hold.

UNICOM  
122.8 (CTAF) **L**

5000 ↑	HANES ✦	VGSI and RNAV glidepath not coincident.		EBANE	7 NM Holding Pattern
*LNAV Only.		NARIE 2.9 NM to RW20	GAGEY	JAPON	WASTO
RW20		1920*	206°	3700	5400
2.9		3.6 NM	2.5 NM	6.3 NM	6.3 NM
CATEGORY	A	B	C	D	
LPV DA	1230-1	250 (300-1)		NA	
LNAV/ VNAV	1395-1½	415 (400-1½)		NA	
LNAV MDA	1560-1	580 (600-1)		NA	
CIRCLING	1680-1	684 (700-1)		NA	

VORTAC ODF <b>113.4</b> Chan <b>81</b>	APP CRS <b>001°</b>	Rwy Idg <b>5008</b> TDZE <b>996</b> Apt Elev <b>996</b>
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VOR/DME RWY 2  
TOCCOA RG LETOURNEAU FIELD (TOC)

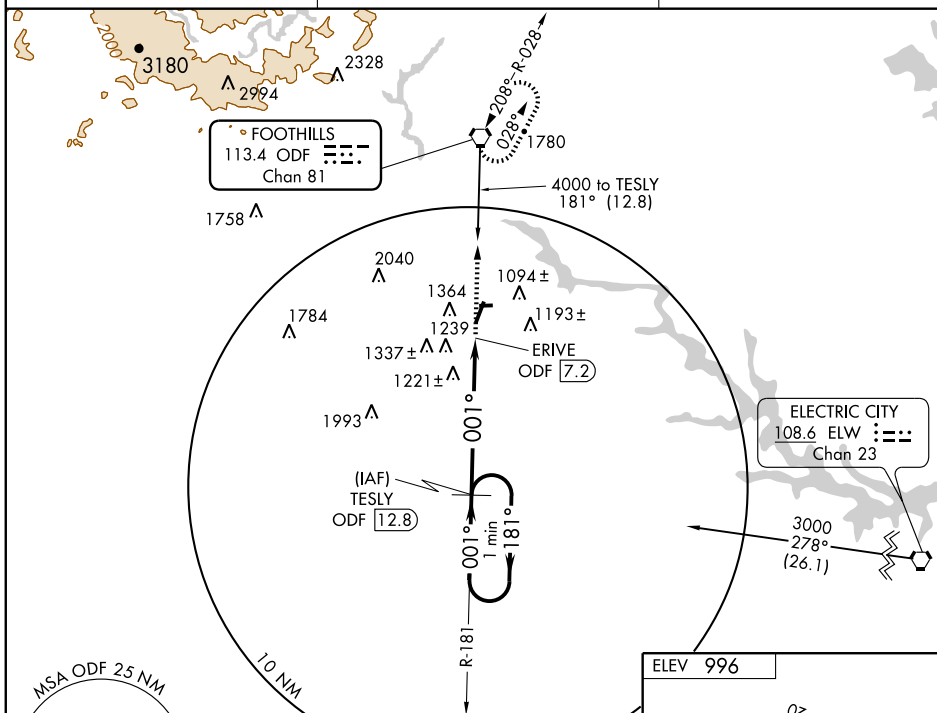
**NA** Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainsville altimeter setting and increase all MDA 120 feet and Circling Cat. B visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 5000  
direct ODF VORTAC and hold, continue  
climb-in-hold to 5000.

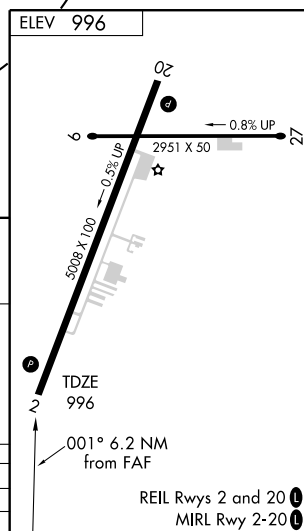
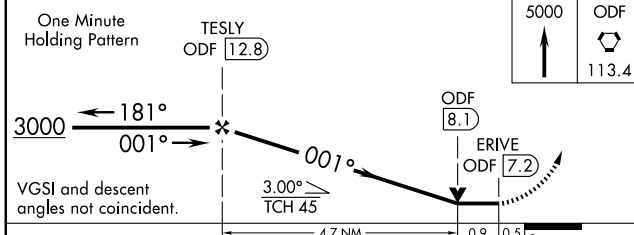
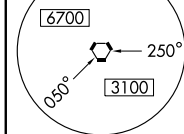
AWOS-3  
119.625

ATLANTA CENTER  
134.8 307.9

UNICOM  
122.8 (CTAF) **L**



SE-4. 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
S-2	1500-1	504 (600-1)		NA
CIRCLING	1720-1	724 (800-1)		NA

▼

NA

When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 120 feet and S-20, Circling, and Casus fix minimums Circling Cat. B visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3

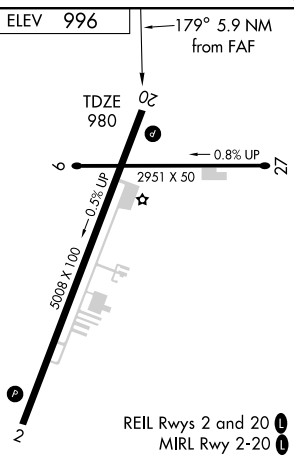
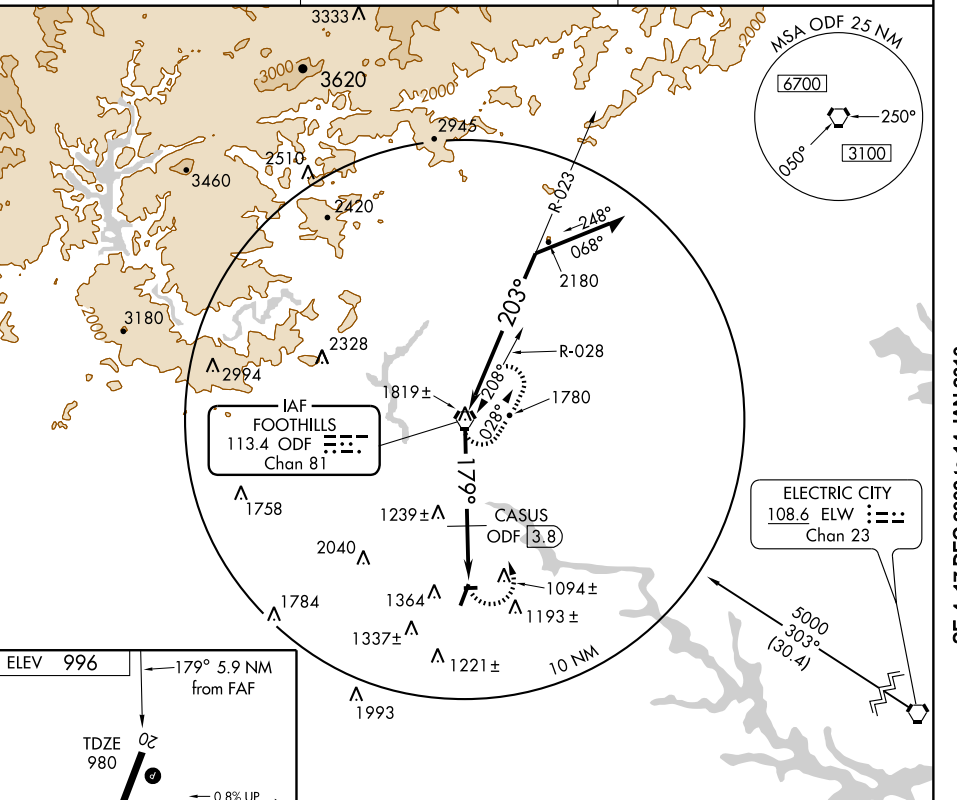
119.625

ATLANTA CENTER

134.8 307.9

UNICOM

122.8 (CTAF) 0



5000	ODF 113.4	VGSI and descent angles not coincident.		VORTAC	Remain within 10 NM	
		CASUS ODF 3.8			023°	5000
		ODF 5.9			203°	3200
		ODF 4.4			179°	1720*
					3.50° TCH 45	
		1.5 NM	0.6	3.8 NM		
CATEGORY						
		A	B	C	D	
S-20		1720-1	740 (800-1)		NA	
CIRCLING		1720-1	724 (800-1)		NA	
CASUS FIX MINIMUMS						
S-20		1560-1	580 (600-1)		NA	
CIRCLING		1720-1	724 (800-1)		NA	

SE-4, 17 DEC 2009 to 14 JAN 2010

ATIS 273.5 ★  
MOODY TOWER ★  
128.45 257.625  
GND CON  
138.95 275.8  
CLNC DEL  
120.625 296.7

C-130  
RAMP

30°59'N

TANK

CLEAR RINSE  
FACILITY

DEPLOYMENT  
CENTER

NW RAMP

HH-60 RAMP

BASE OPS

FIRE STATION

WATER  
TOWER 411

TANKS

DOG ROW

CLAW RAMP

SHARK RAMP

TRIM PAD

C-130  
COMPASS ROSE

JANUARY 2009  
ANNUAL RATE OF CHANGE  
0.1° W

Rwy 18L-36R  
PCN 55 R/B/W/T  
Rwy 18R-36L  
PCN 62 R/C/W/T

83°12'W

H

E-5

N

EOR

G WEST

F

E

D1 PAD

D PAD

H

HH-60  
HOT PIT  
X X X X X

ELEV 227

B WEST

B EAST

N

REVTMENT

HOT CARGO  
AREA

BAK-12

ELEV 209

E-5

ALPHA ARM/  
DEARM PAD

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

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1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

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1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

FIELD  
ELEV 233

BAK-12

CONTROL  
TOWER  
ELEV 316'

REVTMENT

HOT CARGO  
AREA

BAK-12

ELEV 209

E-5

ALPHA ARM/  
DEARM PAD

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150

1000 x 150



LOC I-VAD <b>109.3</b>	APCH CRS <b>183°</b>	Rwy Idg TDZE Arprt Elev <b>9300</b> <b>233</b> <b>233</b>
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JAL-435 [USAF]

MOODY AFB (KVAD)

▼ \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles, CAT DE vis to  $1\frac{1}{2}$  miles.

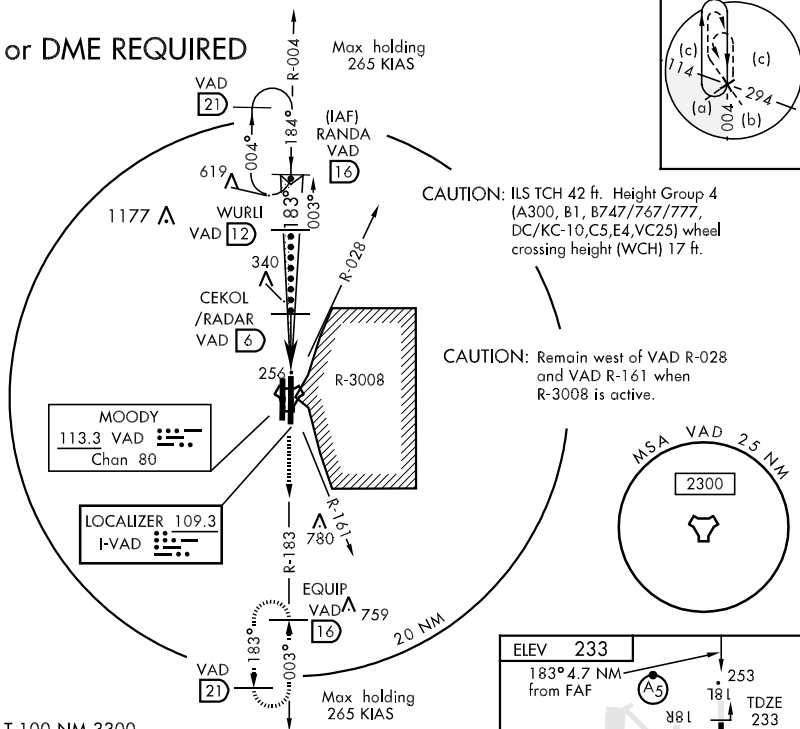
ALSF-1



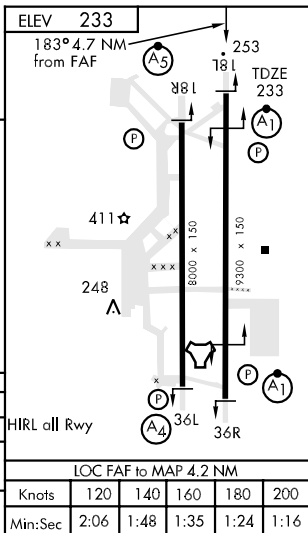
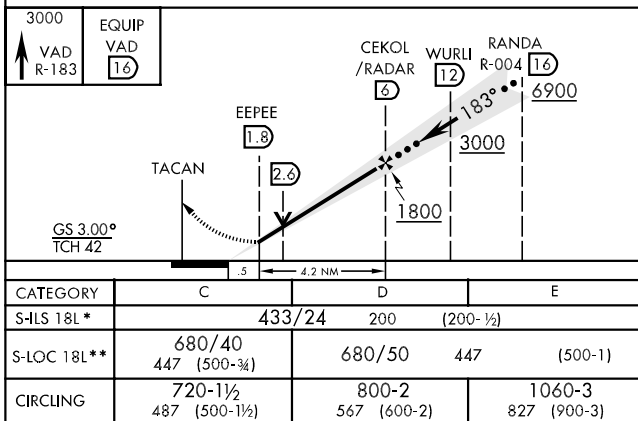
MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.


ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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## RADAR or DME REQUIRED

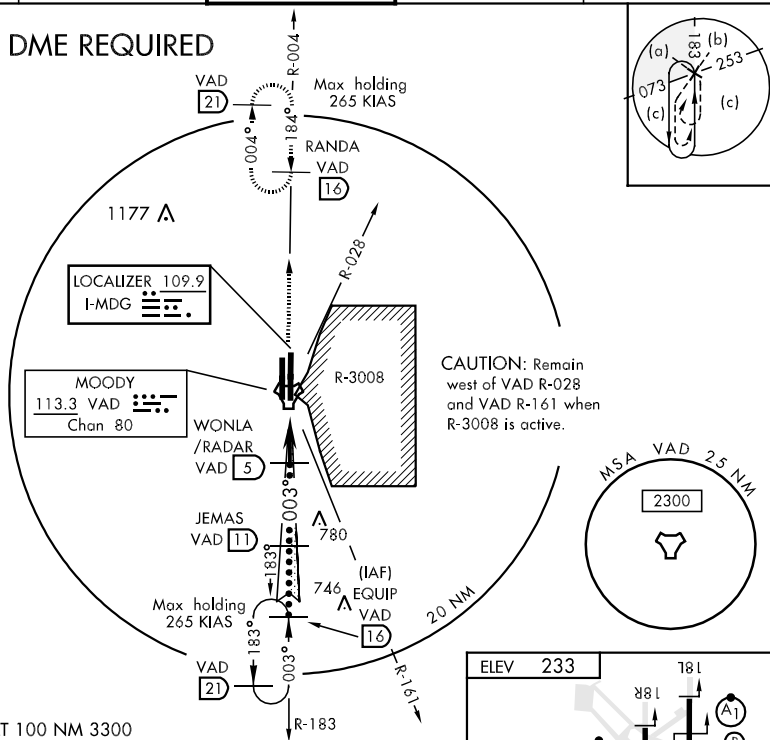


EMERG SAFE ALT 100 NM 3300

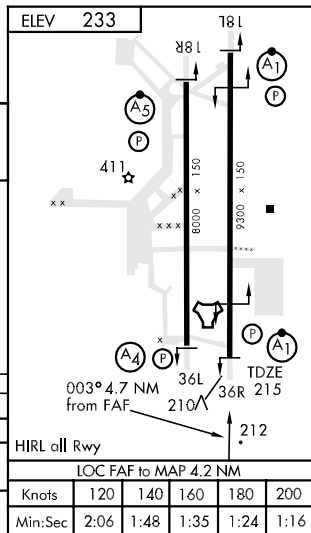
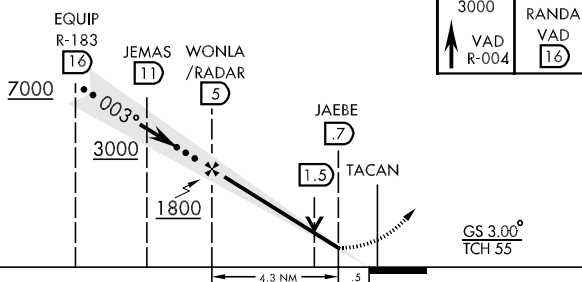


LOC I-MDG <b>109.9</b>	APCH CRS <b>003°</b>	Rwy Idg <b>9300</b> TDZE <b>215</b> Arpt Elev <b>215</b>	JAL-435 [USAF]	MOODY AFB (KVAD)
<b>V</b> * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. <b>**</b> When ALS inop, increase RVR CAT C to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ .			ALSF-1 	MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>

## RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-1LS 36R *	415/24	200	(200-½)
S-LOC 36R**	660/40 445 (500-¾)	660/50	445 (500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

TACAN VAD Chan <b>80</b>	APCH CRS <b>187°</b>	Rwy Idg TDZE Arprt Elev	<b>9300</b> <b>233</b> <b>233</b>
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JAL-435 [USAF]

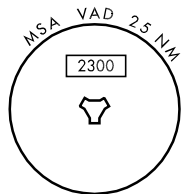
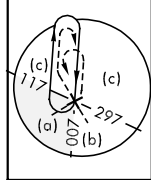
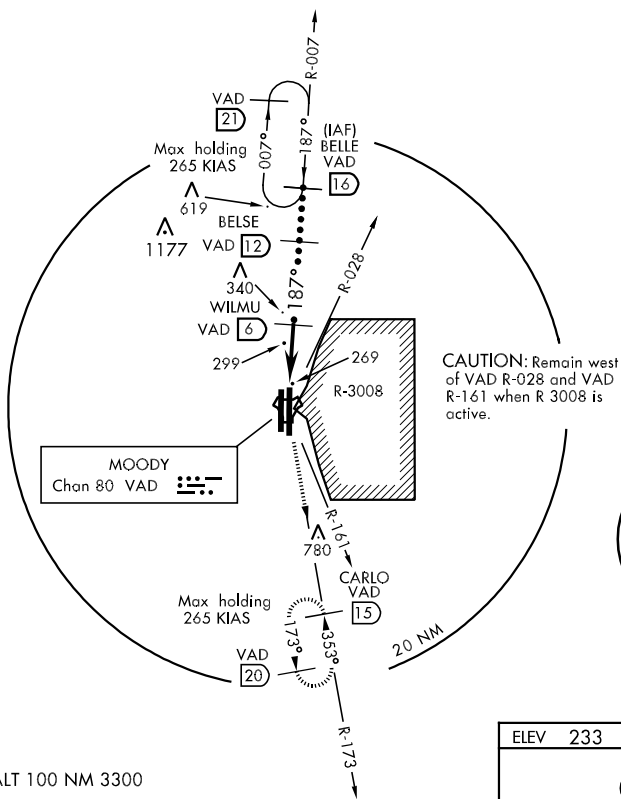
MOODY AFB (KVAD)

**▼** \* When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.

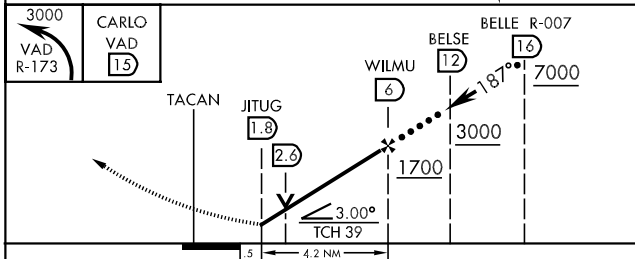


**MISSED APPROACH:** Climb and maintain 3000 via VAD R-173 to CARLO and hold.

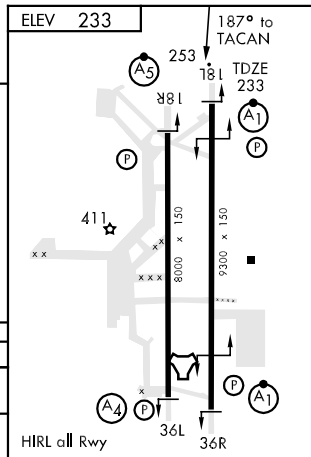
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-18L*	680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD Chan <b>80</b>	APCH CRS <b>180°</b>	Rwy Idg <b>8000</b> TDZE <b>231</b> Arpt Elev <b>233</b>
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JAL-435 [USAF]

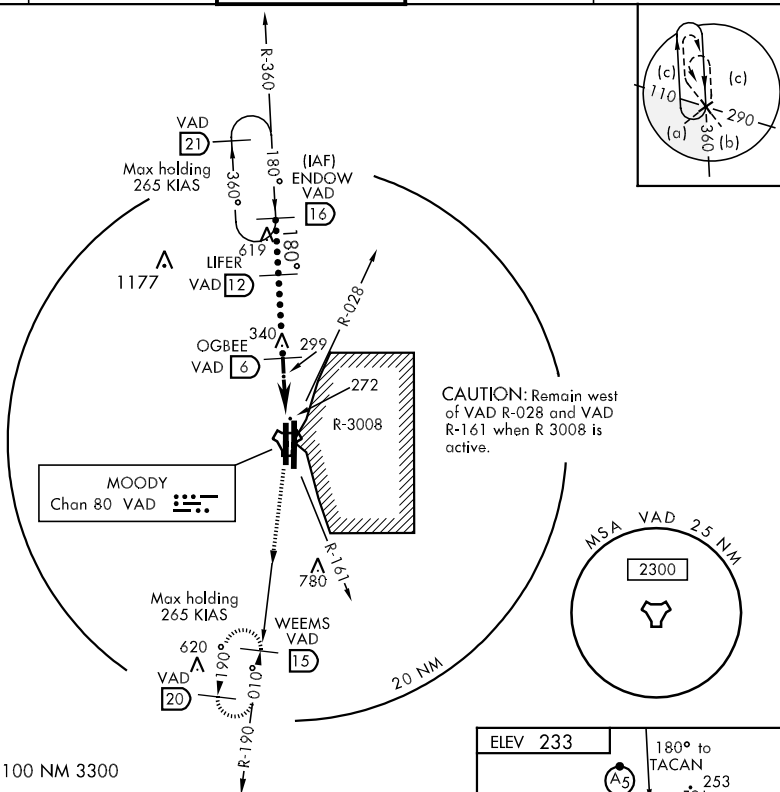
MOODY AFB (KVAD)

\* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

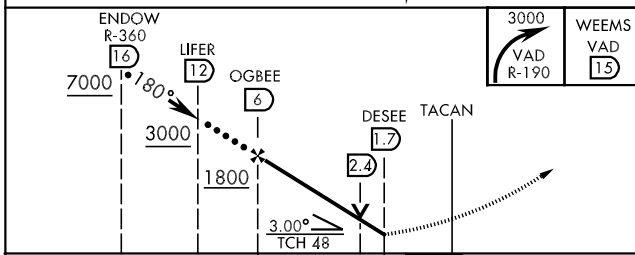


MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.

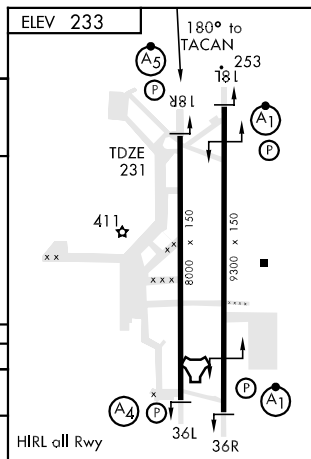
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-18R *	680/40 450 (500-¾)	680/50 450	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD Chan <b>80</b>	APCH CRS <b>010°</b>	Rwy Idg <b>8000</b> TDZE <b>225</b> Arpt Elev <b>233</b>
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JAL-435 [USAF]

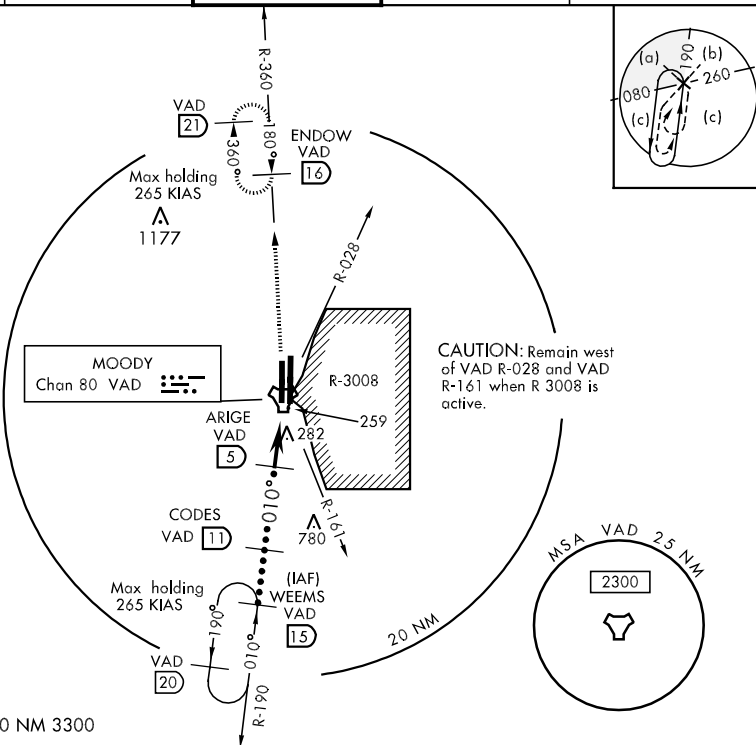
MOODY AFB (KVAD)

**T** \* When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

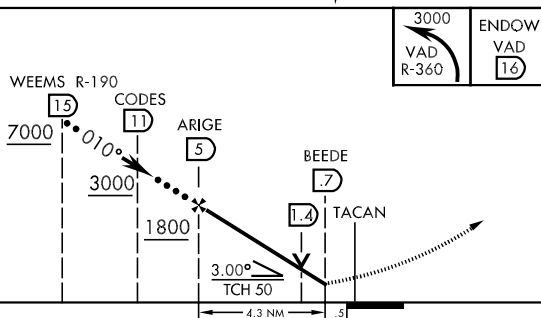


**MISSED APPROACH:** Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

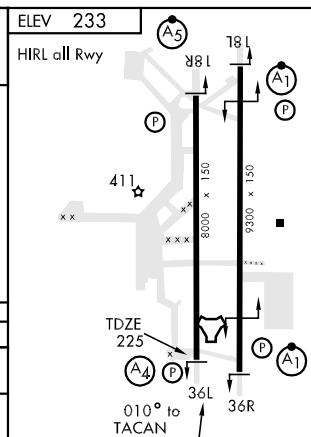
ATIS ★ 273.5	VALDOSTA APP CON 126.6 285.6	MOODY TOWER ★ 128.45 257.625	GND CON 138.95 275.8	CLNC DEL 120.625 296.7
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EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-36L *	660/50 436 (500-1)	660/60	436 (500-1¼)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)



TACAN VAD Chan <b>80</b>	APCH CRS <b>353°</b>	Rwy ldg TDZE Arpt Elev	<b>9300</b> <b>215</b> <b>233</b>
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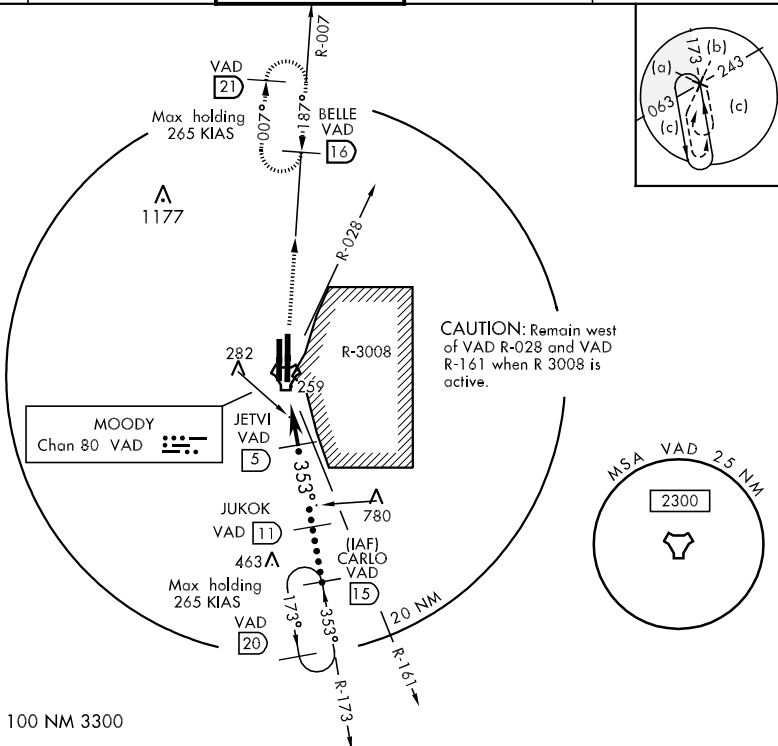
JAL-435 [USAF]

MOODY AFB (KVAD)

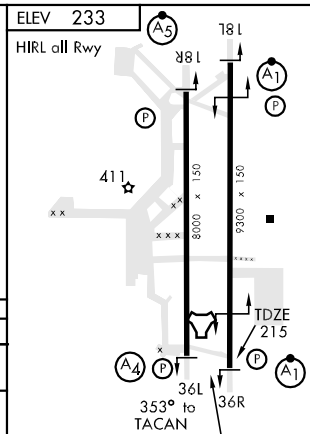
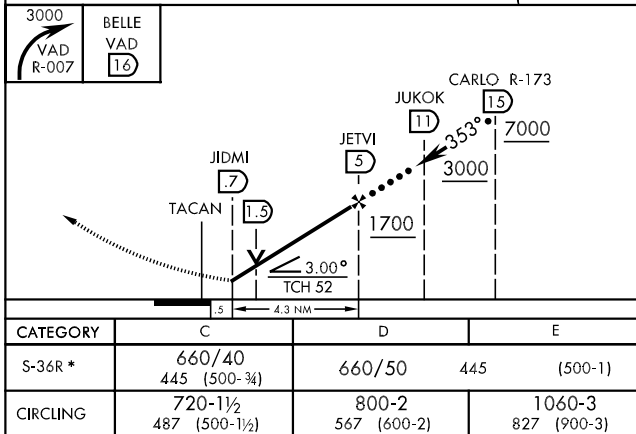
<p><b>▼</b> * When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.</p>	<p>ALSF-1 <b>(A1)</b></p>
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MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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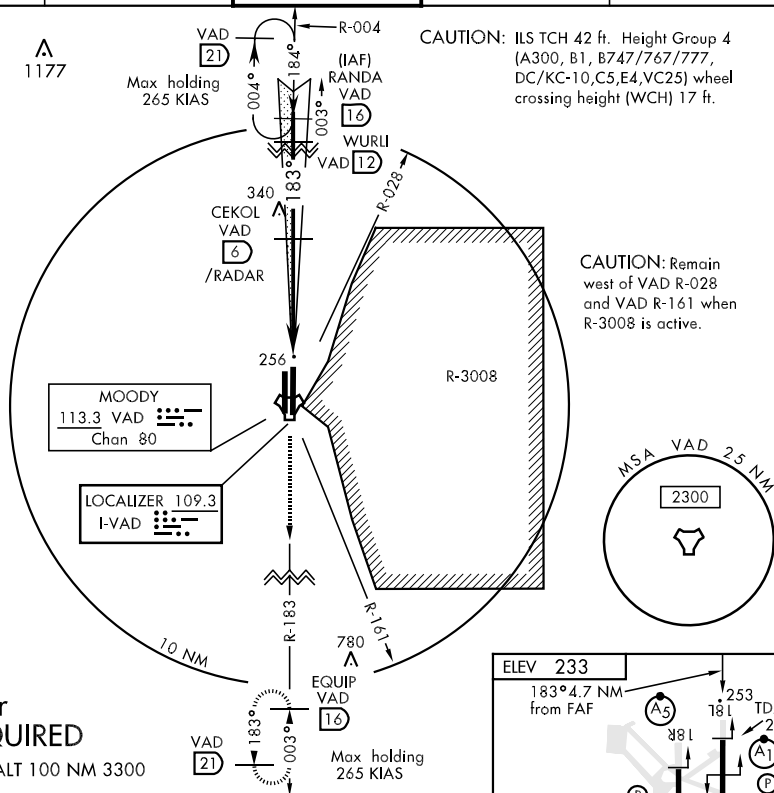
EMERG SAFE ALT 100 NM 3300



LOC I-VAD <b><u>109.3</u></b>	APCH CRS <b>183°</b>	Rwy Idg <b>9300</b> TDZE <b>233</b> Arpt Elev <b>233</b>	AL-435 [USAF]	ILS RWY 18L MOODY AFB (KVAD)
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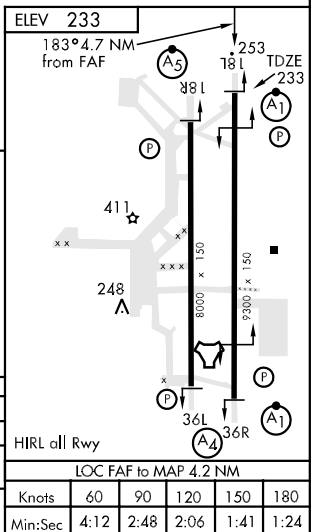
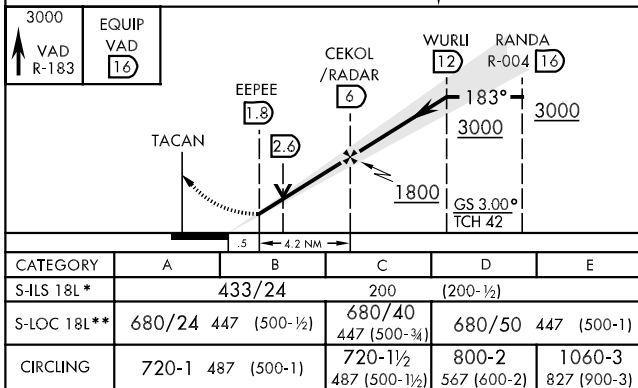
- \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.
- \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to  $1\frac{1}{4}$  miles, CAT D vis to  $1\frac{1}{2}$  miles.

<p>ATIS ★</p> <p>273.5</p>	<p>VALDOSTA APP CON</p> <p>126.6 285.6</p>	<p>MOODY TOWER ★</p> <p>128.45 257.625</p>	<p>GND CON</p> <p>138.95 275.8</p>	<p>CLNC DEL</p> <p>120.625 296.7</p>
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RADAR or  
DME REQUIRED

EMERG SAFE ALT 100 NM 3300



LOC I-MDG <b>109.9</b>	APCH CRS <b>003°</b>	Rwy Idg TDZE Arpt Elev <b>9300</b> <b>215</b> <b>233</b>
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AL-435 [USAF]

MOODY AFB (KVAD)

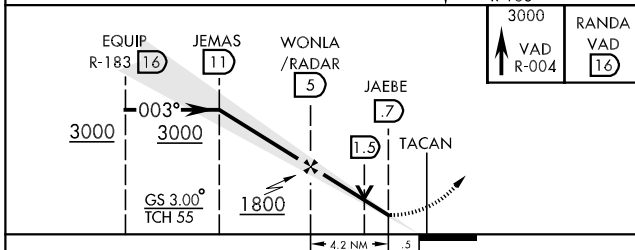
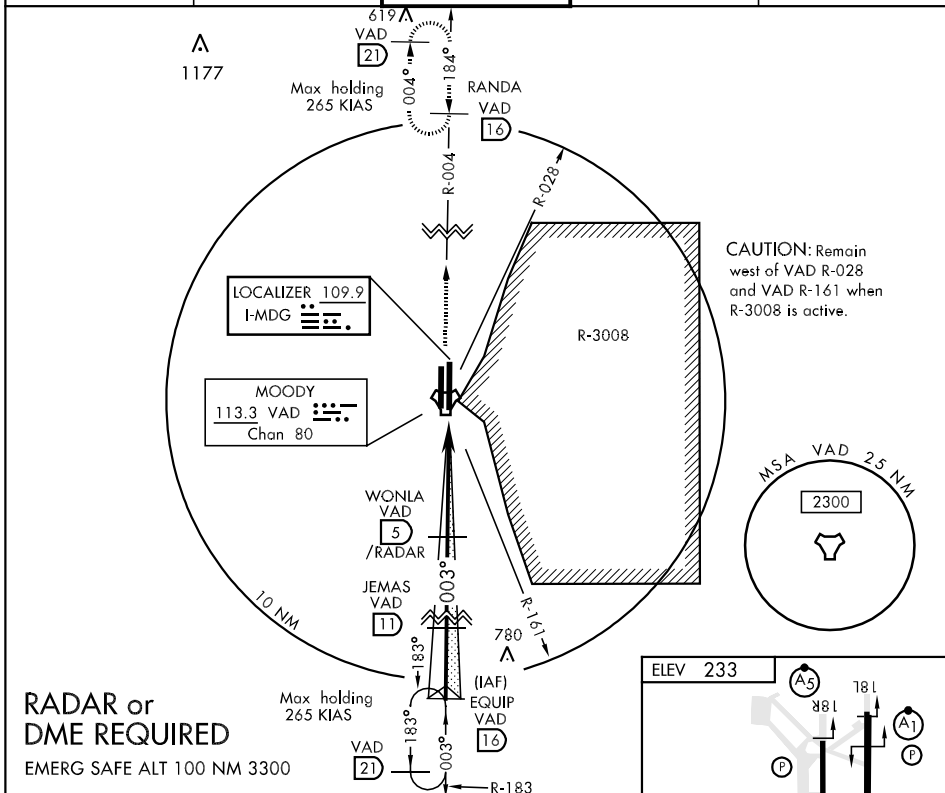
▼ \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase RVR CAT AB to 50 and vis to 1 mile,  
 RVR CAT C to 60 and vis to  $1\frac{1}{2}$  miles, CAT DE vis to  $1\frac{1}{2}$  miles.

ALSF-1

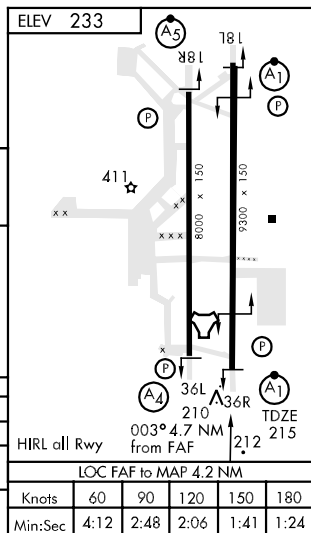


MISSED APPROACH: Climb and maintain 3000  
 via VAD VORTAC R-004 to RANDA and hold.

ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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CATEGORY	A	B	C	D	E
S-ILS 36R *	415/24		200	(200- $\frac{1}{2}$ )	
S-LOC 36R **	660/24	445 (500- $\frac{1}{2}$ )	660/40 445 (500- $\frac{3}{4}$ )	660/50	445 (500-1)
CIRCLING	720-1	487 (500-1)	720-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$ )	800-2 567 (600-2)	1060-3 827 (900-3)





APCH CRS <b>183°</b>	Rwy Idg TDZE Arpt Elev	<b>9300</b> <b>233</b> <b>233</b>
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AL-435 [USAF]

MOODY AFB (KVAD)

▼ \* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1½ miles, CAT DE vis to 1½.

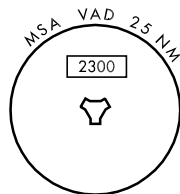
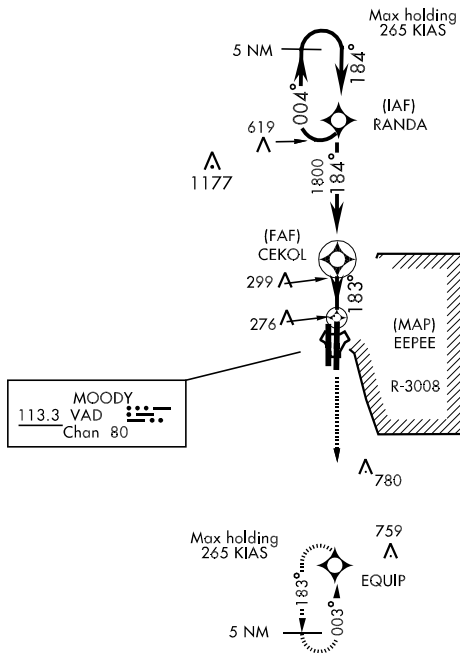
ALSF-1



MISSED APPROACH: Climb and maintain 3000 via heading 183° to EQUIP and hold.

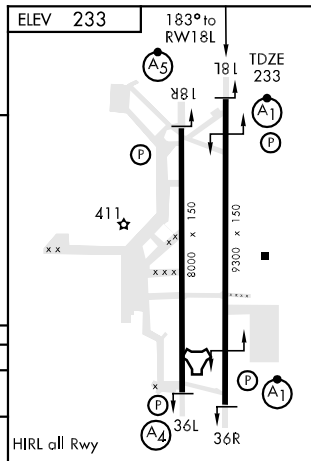
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>126.625 296.7</b>
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DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3300

3000 hdg 183°	EQUIP					
		0.8 NM to EEPEE	CEKOL	RANDA	184°	
		183°	1800	3000	004°	
		EEPEE	CEKOL	RANDA	5 NM Holding Pattern	
		4.2 NM	10 NM			
CATEGORY	A	B	C	D	E	
LNAV MDA*	680/24	447 (500-½)	680/40 447 (500-¾)	680/50	447 (500-1)	
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)	



APCH CRS	Rwy Idg	9300
003°	TDZE	215
	Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

**T** \* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.



**MISSED APPROACH:** Climb and maintain 3000 via heading 004° to RANDA and hold.

ATIS ★  
273.5

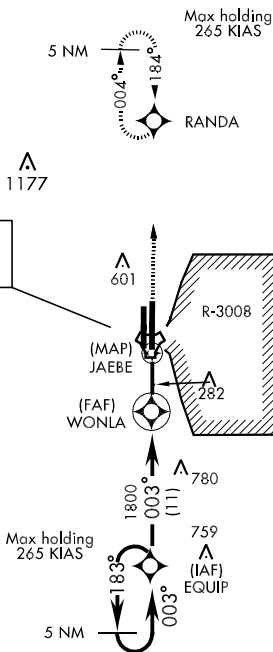
VALDOSTA APP CON  
**126.6 285.6**

MOODY TOWER ★  
128.45 257.625

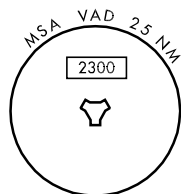
GND CON  
**138.95 275.8**

CLNC DEL  
**120.625 296.7**

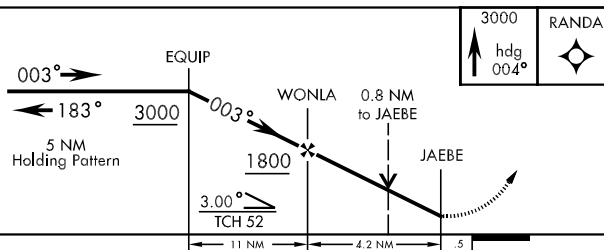
DME/DME RNP-0.3 NA



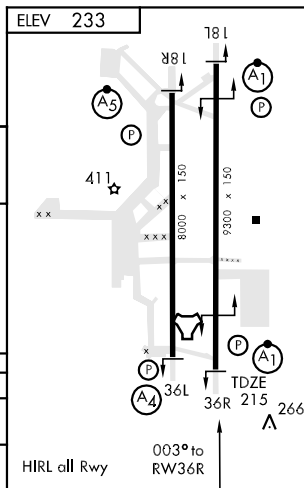
**CAUTION:** Remain west of 83°11'W from FAF inbound when R-3008 is active.



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
LNAV MDA*	660/24 445 (500-½)	660/40 445 (500-¾)	660/50 445 (500-1)		
CIRCLING	720-1 487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)	



TACAN VAD Chan <b>80</b>	APCH CRS <b>187°</b>	Rwy ldg TDZE Arpt Elev <b>9300</b> <b>233</b>
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AL-435 [USAF]

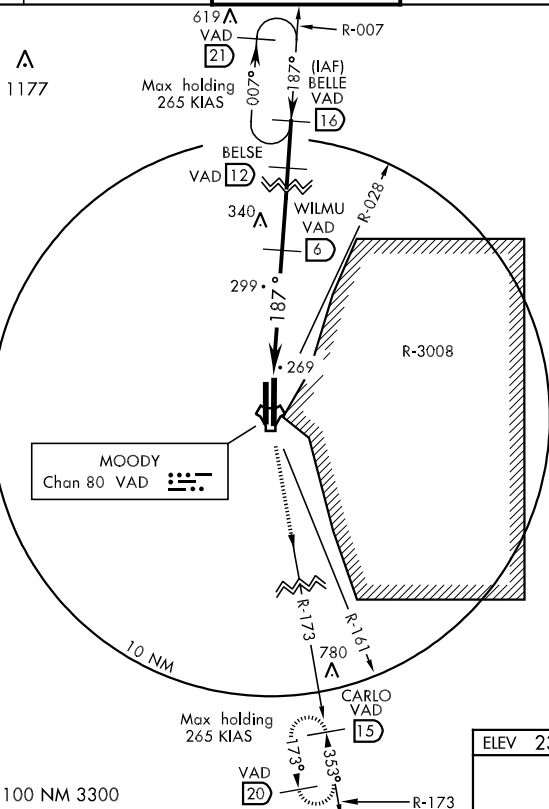
MOODY AFB (KVAD)

**V** \*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

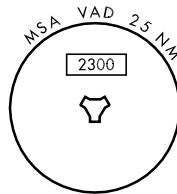


MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

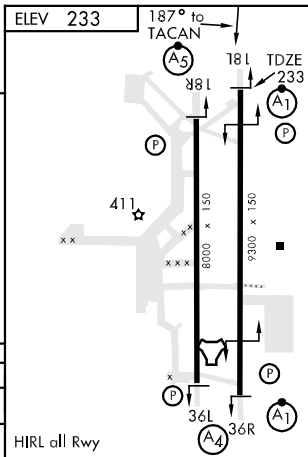
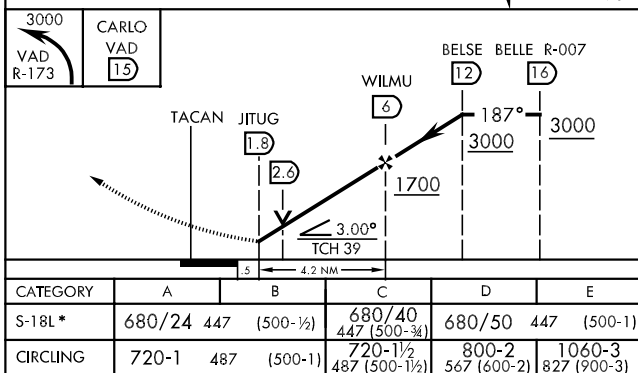
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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CAUTION: Remain west of VAD R-028 and VAD R-161 when R 3008 is active.



EMERG SAFE ALT 100 NM 3300



TACAN VAD Chan <b>80</b>	APCH CRS <b>180°</b>	Rwy Idg TDZE Arpt Elev	<b>8000</b> <b>231</b> <b>233</b>
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AL-435 [USAF]

MOODY AFB (KVAD)

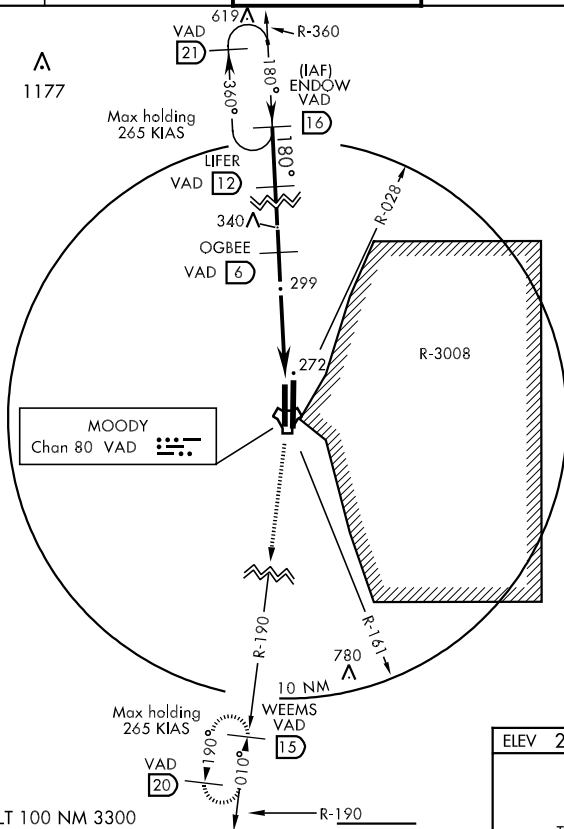
▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT C RVR to 60 and vis to 1 ¼ miles, CAT DE vis to 1 ½ miles.

MALSR



MISSED APPROACH: Climb and maintain  
3000 via VAD R-190 to WEEMS and hold.

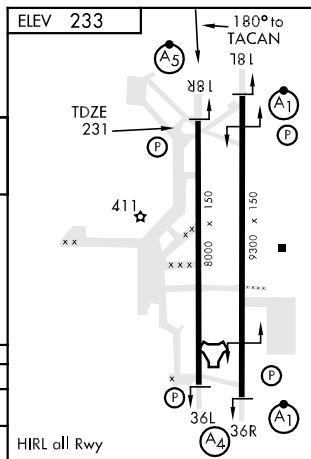
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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CAUTION: Remain west  
of VAD R-028 and VAD  
R-161 when R 3008 is  
active.

EMERG SAFE ALT 100 NM 3300

	ENDOW R-360 16	LIFER 12	OGBEE 6	DESEE TACAN 17	3000 VAD R-190	WEEMS VAD 15
	3000	3000	1800	3.00° TCH 48	4.3 NM	5
CATEGORY	A	B	C	D	E	
S-18R *	680/24 450 (500-½)		680/40 450 (500-¾)	680/50 450 (500-1)		
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)	



TACAN VAD Chan <b>80</b>	APCH CRS <b>010°</b>	Rwy Idg TDZE Arpt Elev <b>8000</b> <b>225</b> <b>233</b>
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AL-435 [USAF]

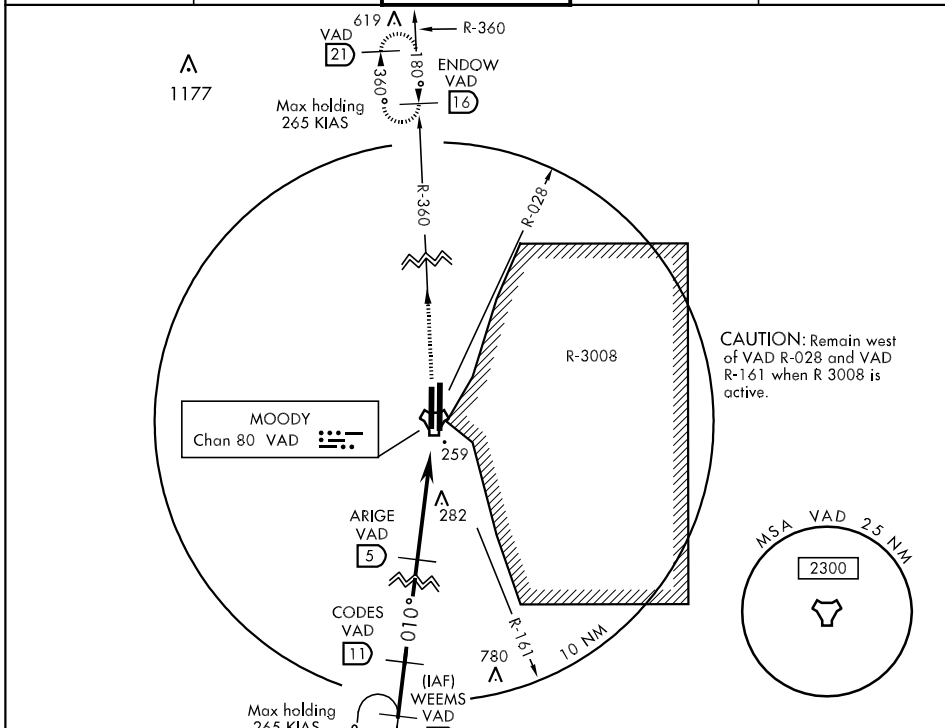
MOODY AFB (KVAD)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ¼ miles, CAT DE vis to 1 ½ miles.

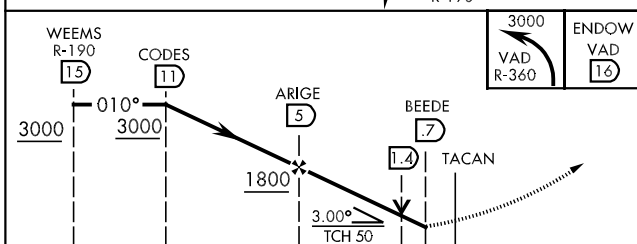


MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

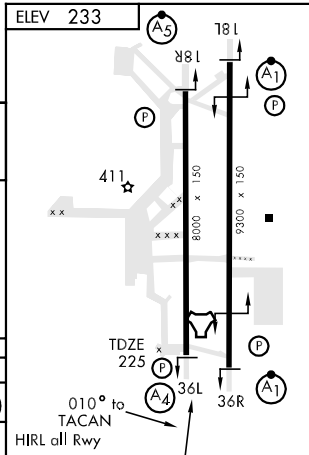
ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-36L*	660/40 436 (500-¾)	660/50 436 (500-1)	660/60 436 (500-1¼)		
CIRCLING	720-1 487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)	



TACAN VAD Chan <b>80</b>	APCH CRS <b>353°</b>	Rwy Idg TDZE Arprt Elev	<b>9300</b> <b>215</b> <b>233</b>
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AL-435 [USAF]

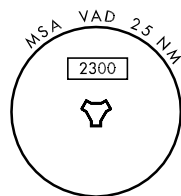
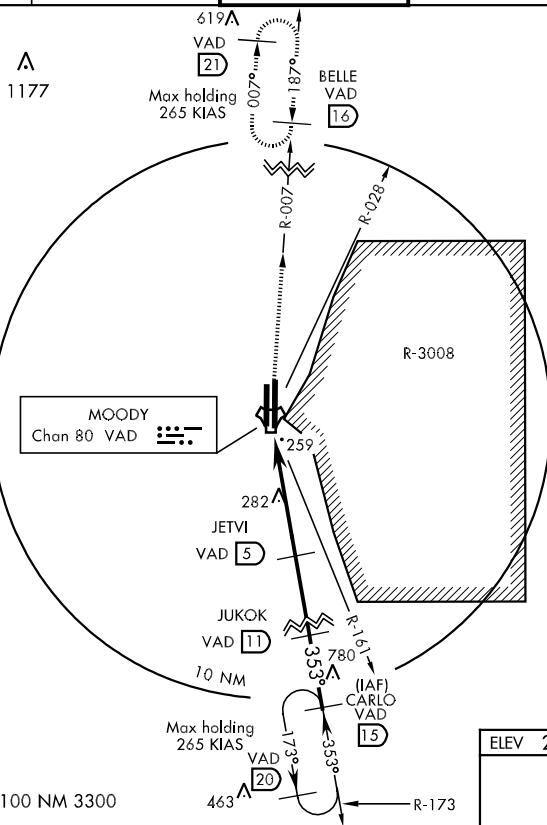
MOODY AFB (KVAD)

▼ \*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1 ½ miles, CAT DE vis to 1 ½ miles.

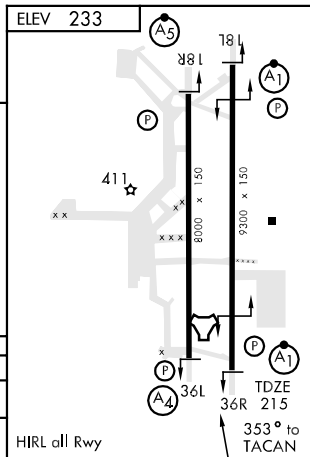
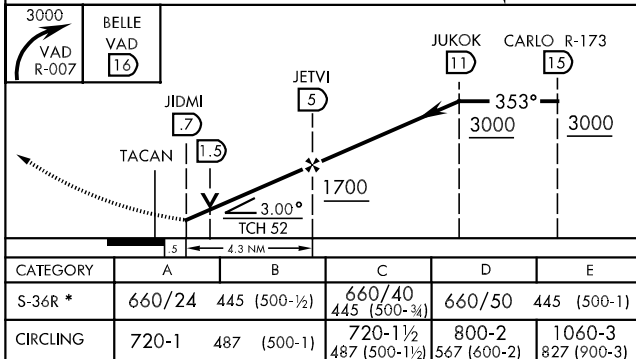


MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

ATIS ★ <b>273.5</b>	VALDOSTA APP CON <b>126.6 285.6</b>	MOODY TOWER ★ <b>128.45 257.625</b>	GND CON <b>138.95 275.8</b>	CLNC DEL <b>120.625 296.7</b>
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EMERG SAFE ALT 100 NM 3300



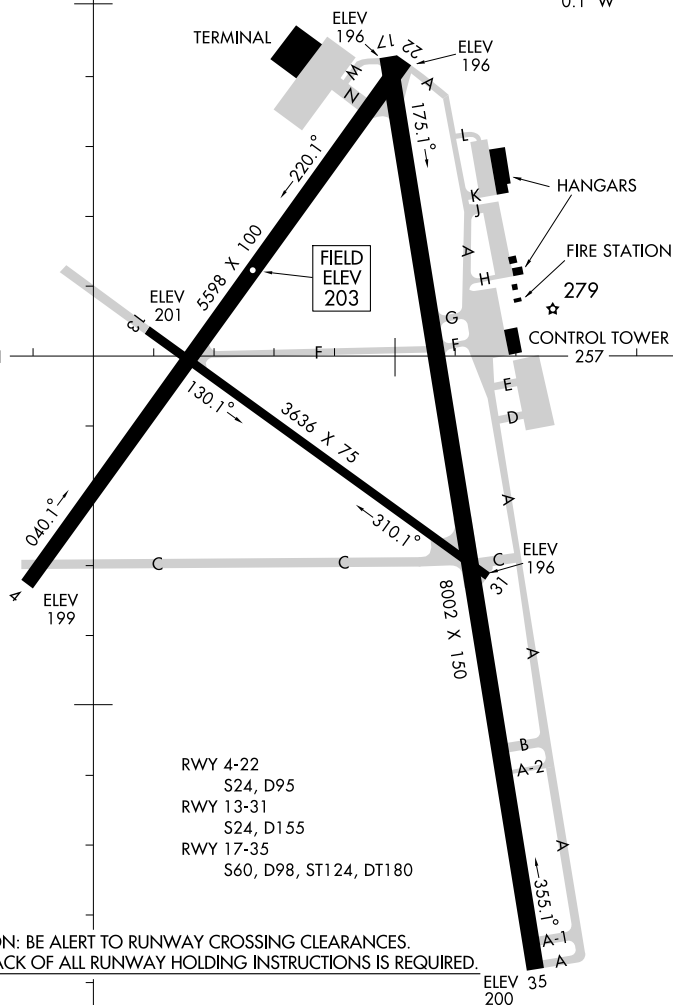
# AIRPORT DIAGRAM

AL-892 (FAA)

VALDOSTA RGNL (VLD)  
VALDOSTA, GEORGIA

VALDOSTA TOWER ★  
120.9  
GND CON  
121.7

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



SE-4, 17 DEC 2009 to 14 JAN 2010

# ILS or LOC RWY 35

## VALDOSTA RGNL (VLD)

LOC 1-VLD <b>110.9</b>	APP CRS <b>353°</b>	Rwy Idg <b>8002</b>
	TDZE <b>200</b>	
	Apt Elev <b>203</b>	

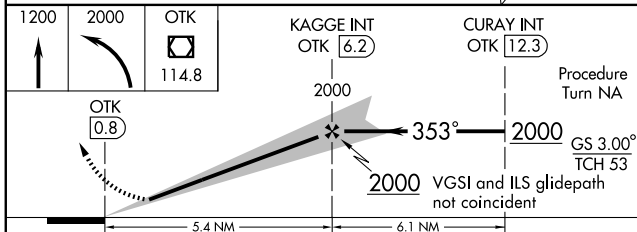
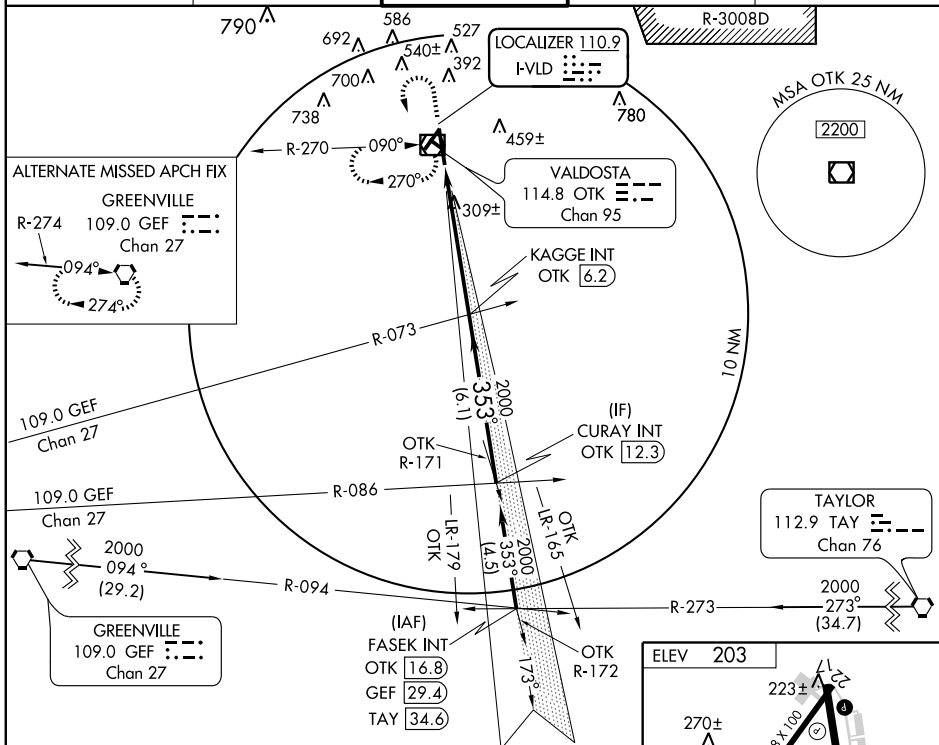
For inoperative MALSR, increase S-ILS 35 Cat E visibility to 1 mile and S-LOC 35 Cats A,B,C visibility to 1 mile, Cat E visibility to 1½ mile. Visibility reduction by helicopters NA. If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. DME from OTK VOR/DME.

MALSR

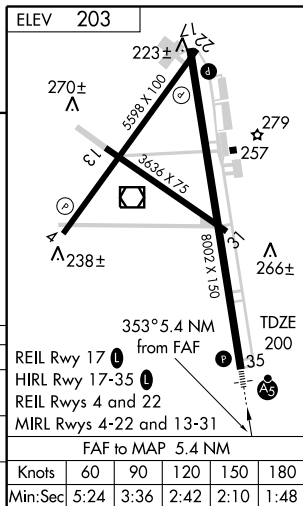


MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>120.9 (CTAF)</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-ILS 35	489- <sup>3</sup> / <sub>4</sub>	289 (300- <sup>3</sup> / <sub>4</sub> )			
S-LOC 35	560- <sup>3</sup> / <sub>4</sub>	360 (400- <sup>3</sup> / <sub>4</sub> )			
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)	1040-3 837 (900-3)

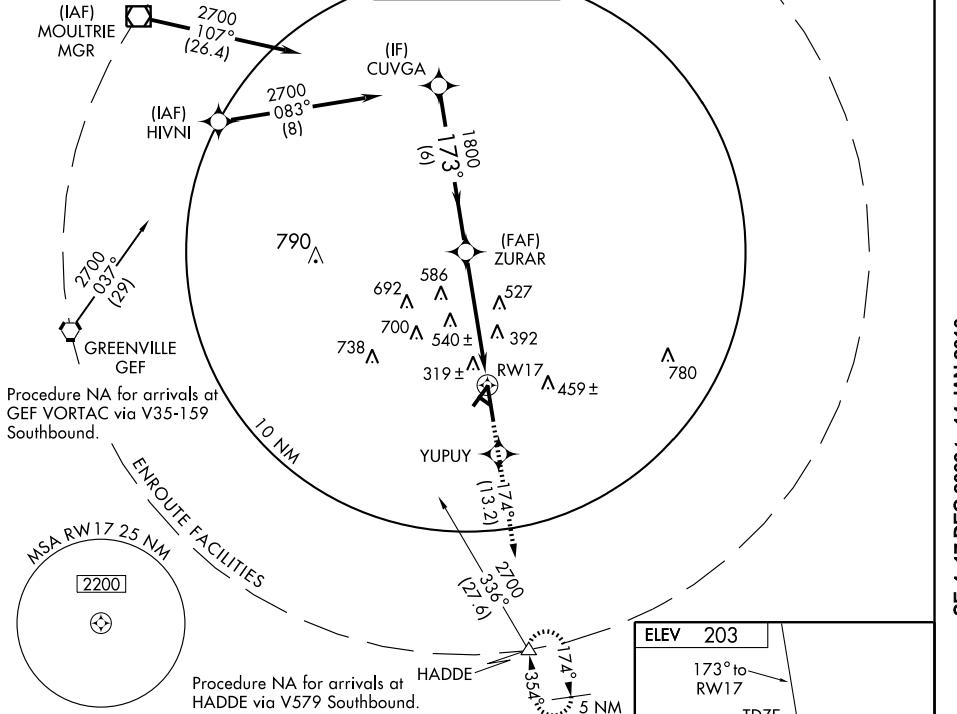




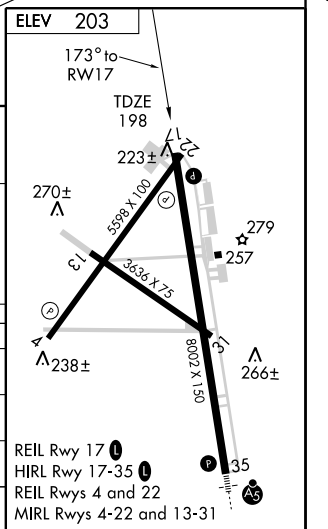
**▼** DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moultrie altimeter setting.  
**▲** If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night.

MISSED APPROACH:  
Climb to 2700 direct YUPUY and via 174° track to HADDE and hold.

ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>120.9 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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CUVGA				
2700				
Procedure Turn NA GS 3.00° TCH 50				
173°				
1800				
ZURAR				
6 NM				
3.1 NM				
1.7				
CATEGORY	A	B	C	D
LPV DA	482-1 284 (300-1)			
LNAV/ VNAV DA	622-1½ 424 (500-1½)			
LNAV MDA	780-1 582 (600-1)	780-1½ 582 (600-1½)	780-1¾ 582 (600-1¾)	
CIRCLING	780-1½ 577 (600-1½)		780-2 577 (600-2)	



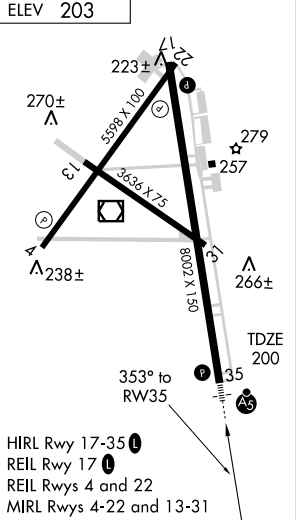
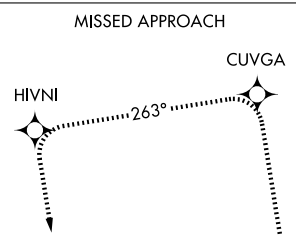
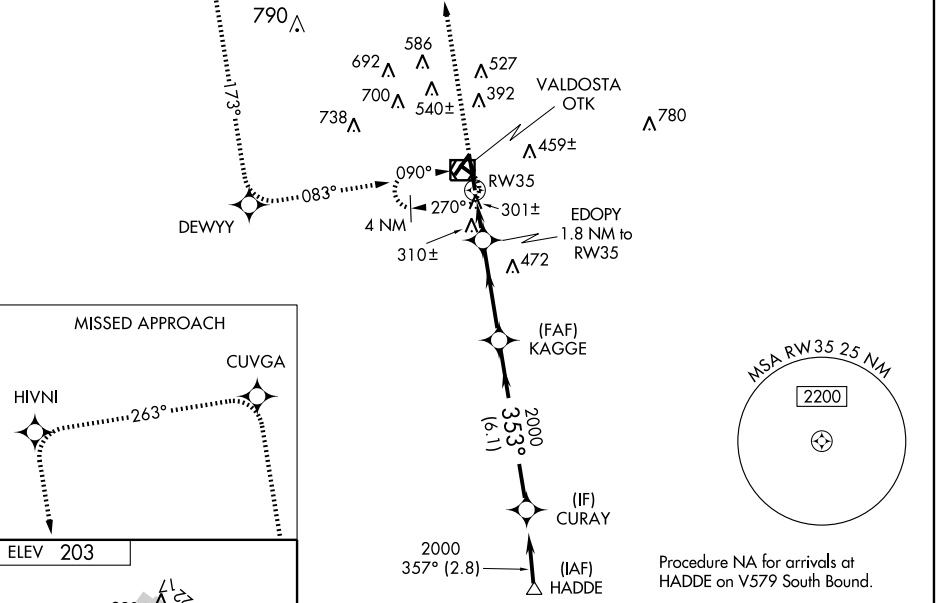
WAAS CH <b>88206</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>8002</b> <b>200</b> <b>203</b>
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RNAV (GPS) RWY 35  
VALDOSTA RGNL (VLD)

Baro-VNAV NA when using Moultrie altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Moultrie altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and Circling Cat D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1 ¼ mile, increase LNAV Cats A, B, and C visibility to 1 mile, and increase LNAV Cat D visibility to 1 ¼ mile. For inoperative MALSR when using Moultrie altimeter setting, increase LPV all Cats visibility to 1 ½ mile and LNAV Cats A and B visibility to 1 mile. VDP NA when using Moultrie altimeter setting.

MALSR MISSED APPROACH: Climb to 2200 direct CUVGA and via 263° track to HIVNI and via 173° track to DEWYY and via 083° track to OTK VOR/DME hold.

ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>120.9 (CTAF)</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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2200	CUVGA	263° TRK	HIVNI	173° TRK	DEWYY	083° TRK	OTK	Procedure Turn NA
*LNAV only.								CURAY
EDOPY 1.8 NM to RW35								353° 2000
RW35 1 NM to EDOPY								GS 3.00° TCH 53
*820								
1 NM 0.8 NM 3.6 NM 6.1 NM								
CATEGORY	A		B		C		D	
LPV DA	560-¾		360 (400-¾)					
LNAV/VNAV DA	598-¾		398 (400-¾)					
LNAV MDA	560-¾		360 (400-¾)				560-1 360 (400-1)	
CIRCLING	640-1 437 (500-1)		660-1 457 (500-1)		660-1½ 457 (500-1½)		780-2 577 (600-2)	



VOR/DME OTK <b>114.8</b> Chan <b>95</b>	APP CRS <b>338°</b>	Rwy Idg <b>8002</b> TDZE <b>200</b> Apt Elev <b>203</b>
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VOR RWY 35  
VALDOSTA RGNL (VLD)

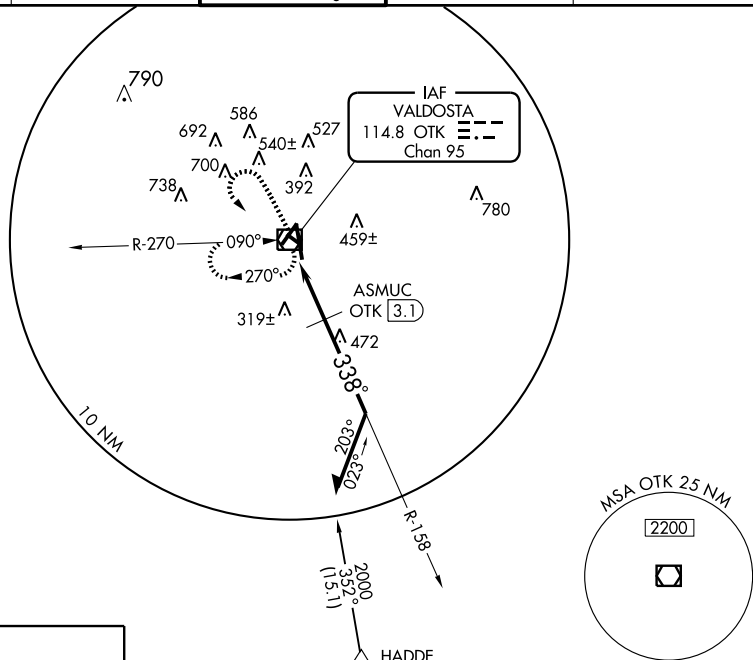
For inoperative MALS/R, increase S-35 Cats A/B visibility to 1 mile. ASMUC fix minimums: increase S-35 Cats A/B/C visibility to 1 mile and Cat D to 1½ mile. Visibility reduction by helicopters NA. VDP NA with Moultrie altimeter setting. If local altimeter setting not received, use Moultrie altimeter setting and increase all MDA's 100 feet and visibility Cats C and D ½ mile.

MALSR



**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000

ASOS <b>126.225</b>	VALDOSTA APP CON ★ <b>126.6 285.6</b>	VALDOSTA TOWER ★ <b>120.9 (CTAF) L</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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SE-4. 17 DEC 2009 to 14 JAN 2010

ELEV 203

270±  
Λ

279  
★

266±  
Λ

5598 X 100

3638 X 75

8002 X 150

338° to OTK  
VOR/DME

HIRT Rwy 17-35 ①

REIL Rwy 17 ①

REIL Rwy 4 and 22

MIRL Rwy 4-22 and 13-31

TDZE 200

35

②

③

④

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1200  
↑

2000  
↷

OTK  
114.8

VOR/DME

158°

1800

338°

780\*

OTK 1.9

OTK 3.1

0.8 1 NM

1.3 NM

\* 880 when using Moultrie altimeter setting.

Remain within 10 NM

LOC I-VDI <b><u>110.3</u></b>	APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>6003</b> <b>274</b> <b>275</b>
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## ILS or LOC/NDB RWY 24

VIDALIA RGNL (VDI)

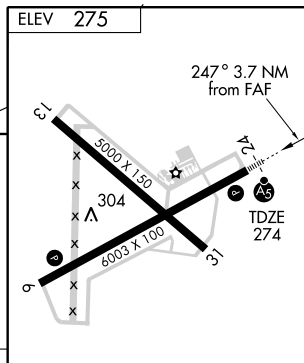
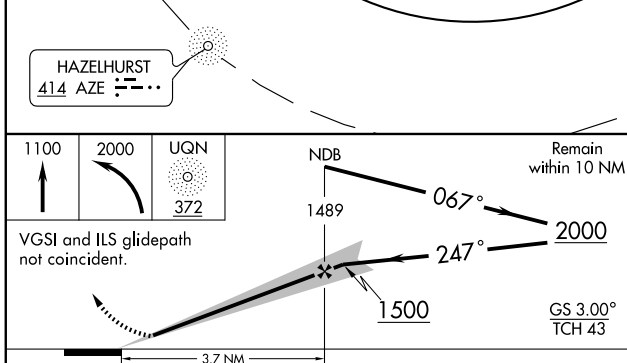
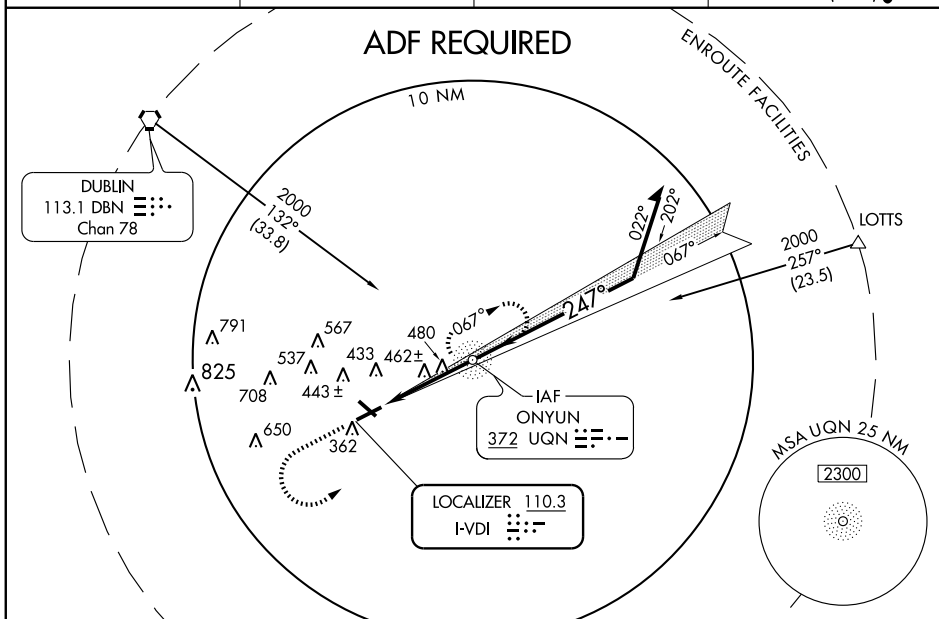
When local altimeter setting not received, use Alma altimeter setting and increase all DAs 103 feet and all MDAs 120 feet, increase S-LOC 24 Cat C and D visibilities  $\frac{1}{4}$  mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS all Cats visibility  $\frac{1}{2}$  mile and circling Cat C  $\frac{1}{4}$  mile and Cat D  $\frac{1}{2}$  mile.

MALSR



**MISSED APPROACH:**  
Climb to 1100 then  
climbing left turn to 2000  
direct UQN NDB and hold.

AWOS-3 <b>119.925</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>L</b>
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CATEGORY	A	B	C	D
S-ILS 24	474-1/2 200 (200-1/2)			
S-LOC 24	740-1/2 466 (500-1/2)		740-3/4 466 (500-3/4)	740-1 466 (500-1)
CIRCLING	780-1 505 (600-1)		780-1 1/2 505 (600-1 1/2)	920-2 645 (700-2)

HIRL Rwy 6-24 **L**  
REIL Rwy 6 and 2

FAF to MAP 3.7 NM

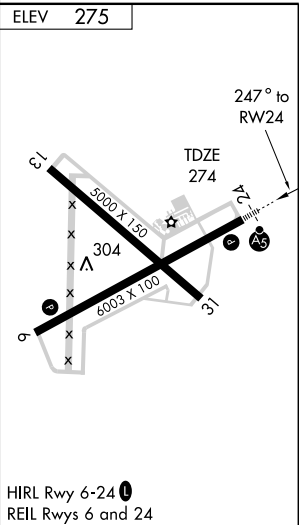
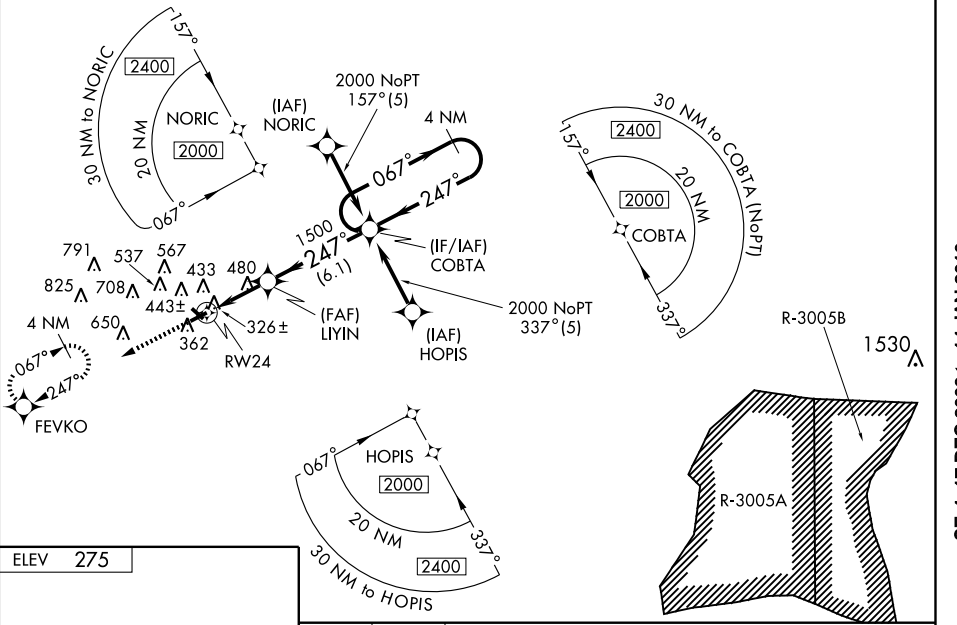
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



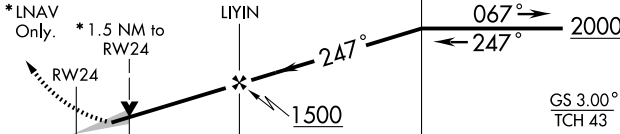
When local altimeter setting not received, use Alma altimeter setting and increase all DA 103 feet, all MDA 120 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat. C visibility ¼ mile and Cat. D ½ mile, Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1 mile, when using Alma altimeter setting, increase LPV all Cats visibility to 1 ½ mile. Baro-VNAV NA when using Alma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Alma altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 2000 direct FEVKO and hold.

AWOS-3 119.925	JACKSONVILLE CENTER 132.3 290.4	GCO 121.725	UNICOM 122.8 (CTAF) 0
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2000	FEVKO				
					
					
CATEGORY	A	B	C	D	
LPV DA	564-½ 290 (300-½)				
LNAV/ VNAV DA	772-1¼ 498 (500-1¼)				
LNAV MDA	780-½ 506 (600-½)		780-1 506 (600-1)		
CIRCLING	780-1 505 (600-1)		780-1½ 505 (600-1½)	840-2 565 (600-2)	



LOC I-RJM <b>111.7</b>	APCH CRS <b>146°</b>	Rwy Idg <b>12,001</b> TDZE <b>294</b> Arprt Elev <b>294</b>
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JAL-442 [USAF]

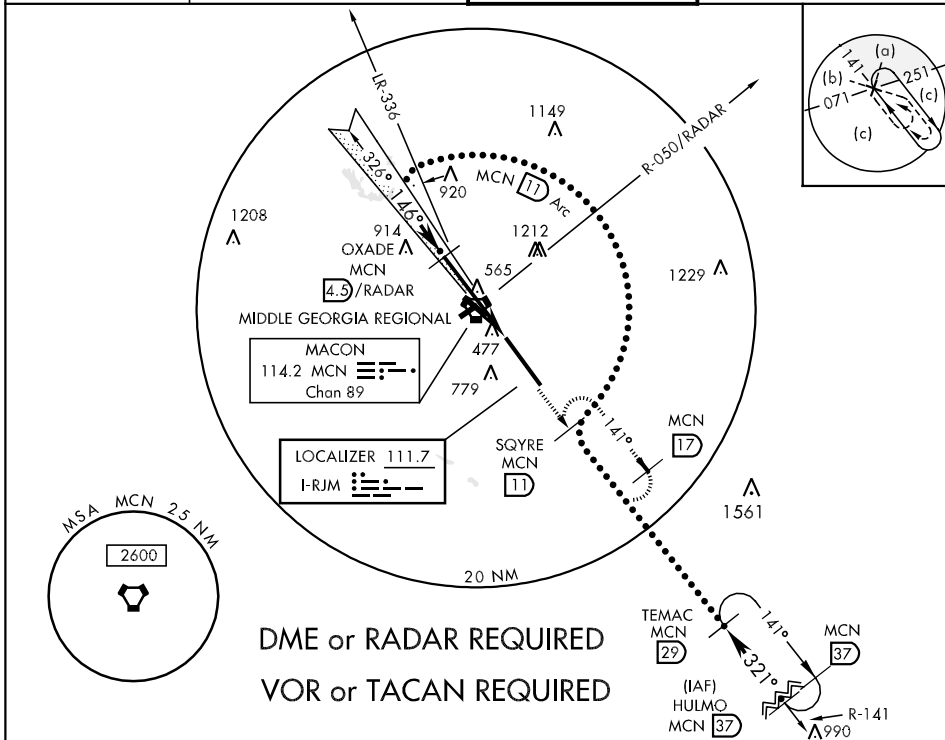
ROBINS AFB (KWRB)

\*When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\*When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT  
 DE RVR to 60 and vis to 1 ¼ miles.  
 \*\*\*Circling not authorized W of Rwy 15-33.



MISSED APPROACH: To 2600 out  
 MCN R-141 to SQYRE and hold.

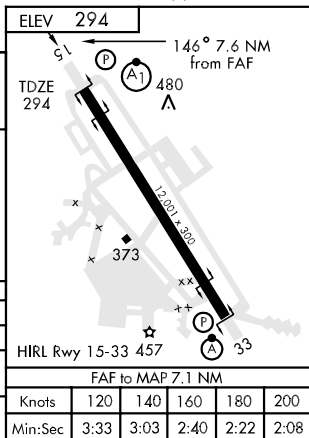
ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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DME or RADAR REQUIRED  
 VOR or TACAN REQUIRED

EMERG SAFE ALT 100 NM 3700

Intcp Lczt	SQYRE R-141	HULMO R-141	2600	SQYRE MCN
4000	11 Arc	321°	16,000	11
2600	OXADE 4.5 /RADAR	MCN R-050 /RADAR	FONOP 2.6	GS 2.70° TCH 53
1280	7.1 NM	0.5		
CATEGORY	C	D	E	
S-ILS 15*	494/24	200	(200-½)	
S-LOC 15**	680/50	386	(400-¾)	
CIRCLING ***	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2½ 666 (700-2½)	





LOC I-WRB <b>110.1</b>	APCH CRS <b>326°</b>	Rwy Idg <b>12,001</b> TDZE <b>275</b> Arpt Elev <b>294</b>
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JAL-442 [USAF]

ROBINS AFB (KWRB)

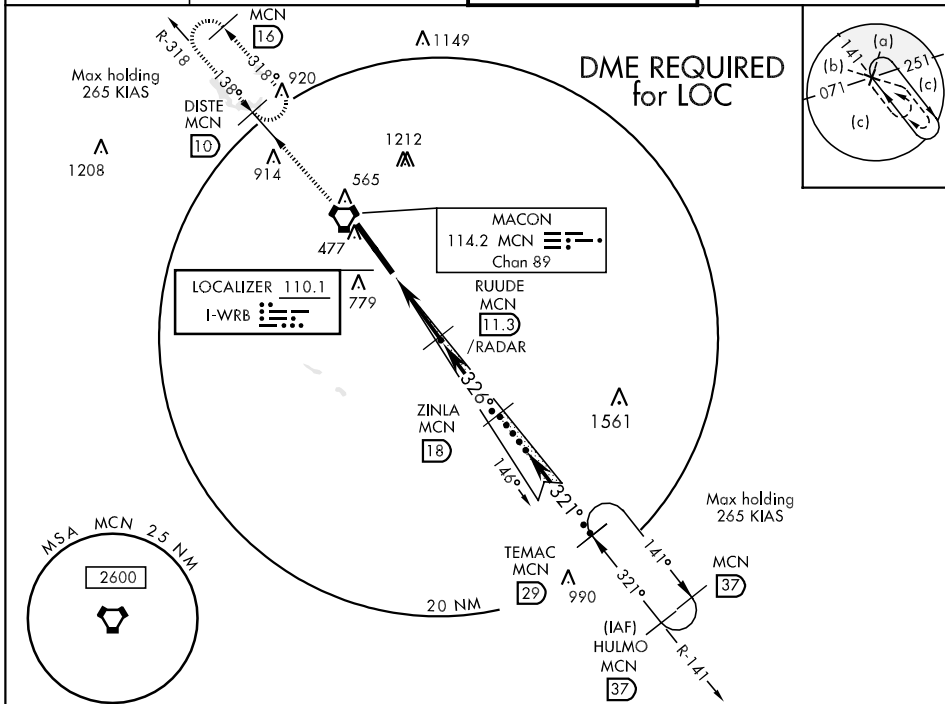
- \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT CD RVR to 60 and vis to  $1\frac{1}{4}$  miles,  
 CAT E vis to  $1\frac{1}{2}$  miles.  
 \*\*\* Circling not authorized W of Rwy 15-33.

ALS-F-2

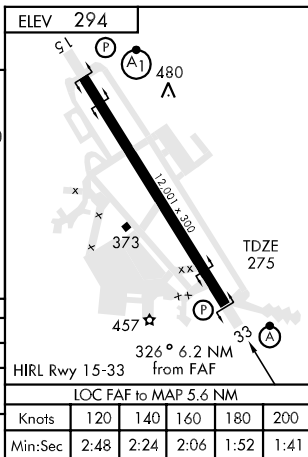
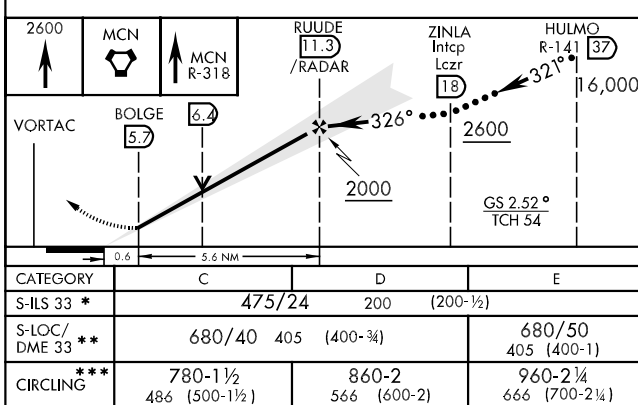


MISSED APPROACH: To 2600  
to MCN VORTAC then out MCN  
R-318 to DISTE and hold.

ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM  
3700 FROM "MCN" VORTAC



VORTAC MCN  
**114.2**  
Chan **89**

APCH CRS  
**134°**

Rwy Idg **12,001**  
TDZE  
**294**  
Arpt Elev **294**

JAL-442 [USAF]

ROBINS AFB (KWRB)

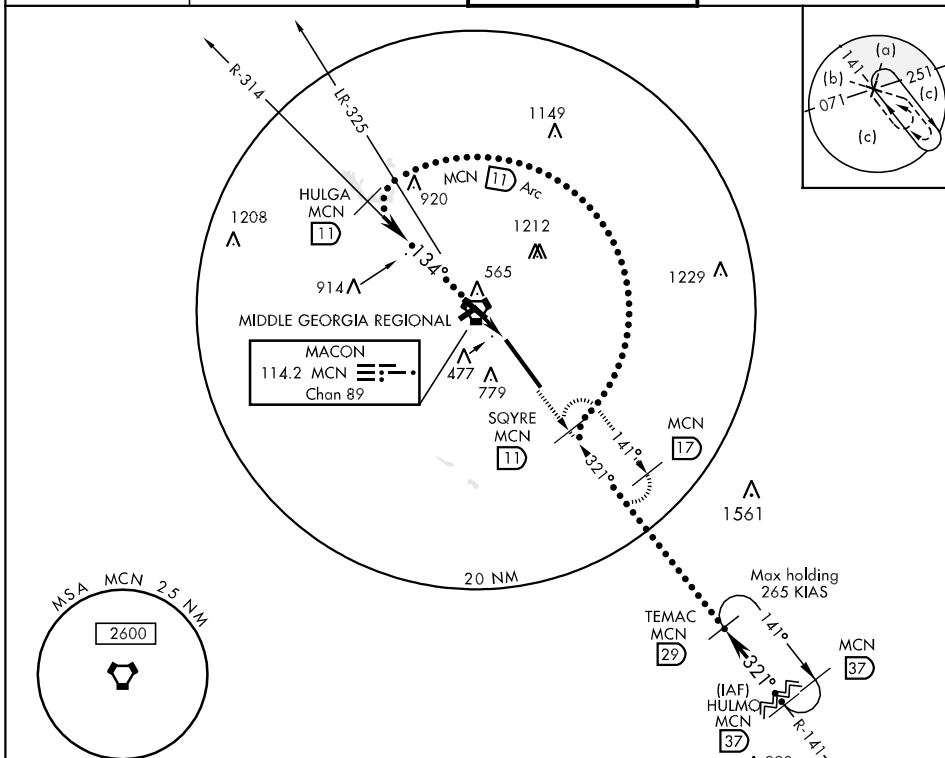
\* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.

\*\* Circling not authorized W of Rwy 15-33.

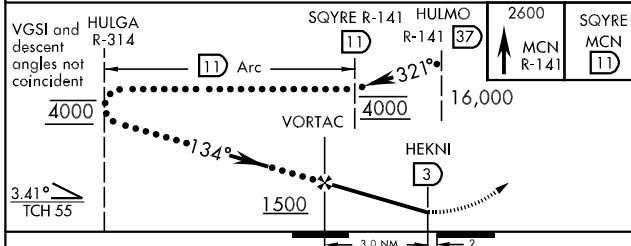


MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

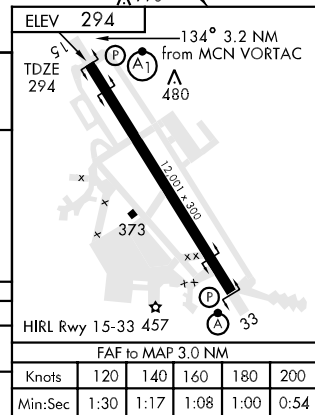
ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700



CATEGORY	C	D	E
S-15 *	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)



VORTAC MCN  
**114.2**  
Chan **89**

APCH CRS  
**318°**

Rwy ldg **12,001**  
TDZE **275**  
Arpt Elev **294**

JAL-442 [USAF]

ROBINS AFB (KWRB)

\* When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

\*\* Circling not authorized W of Rwy 15-33.

ALSF-2



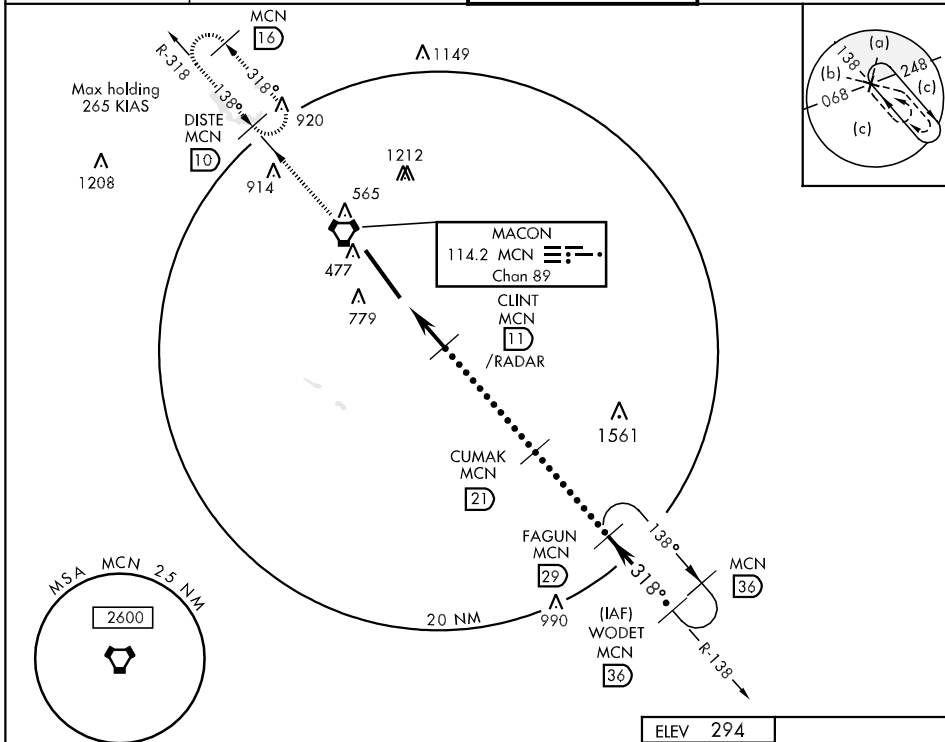
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS  
**119.475 233.4**

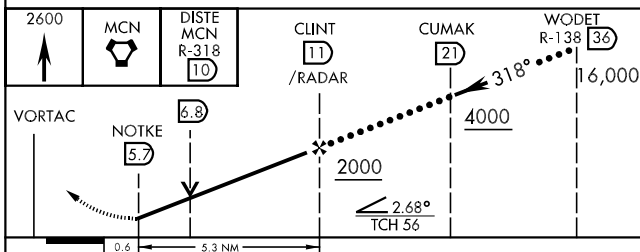
ATLANTA APP CON  
**124.2 279.6**

ROBINS TOWER  
**133.225 320.1**

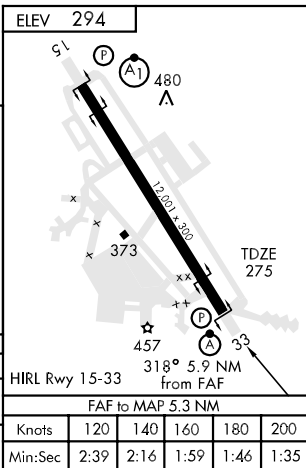
GND CON  
**121.85 275.8**



EMERG SAFE ALT 100 NM  
3700 FROM "MCN" VORTAC



CATEGORY	C	D	E
S-33 *	780/50 505 (500-1)	780/60 505 (500-1½)	
CIRCLING**	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)



LOC I-RJM  
111.7

APCH CR  
146°

Rwy Idg	12,001
TDZE	294
Arprt Elev	294

AL-442 [USAF]

ROBINS AFB (KWRB)

\*When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.

**\*\*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.**

\*\*\*Circling not authorized W of Rwy 15-33.

ALSF-1

MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

## ATIS

119.475 233.4

ATLANTA APP CON

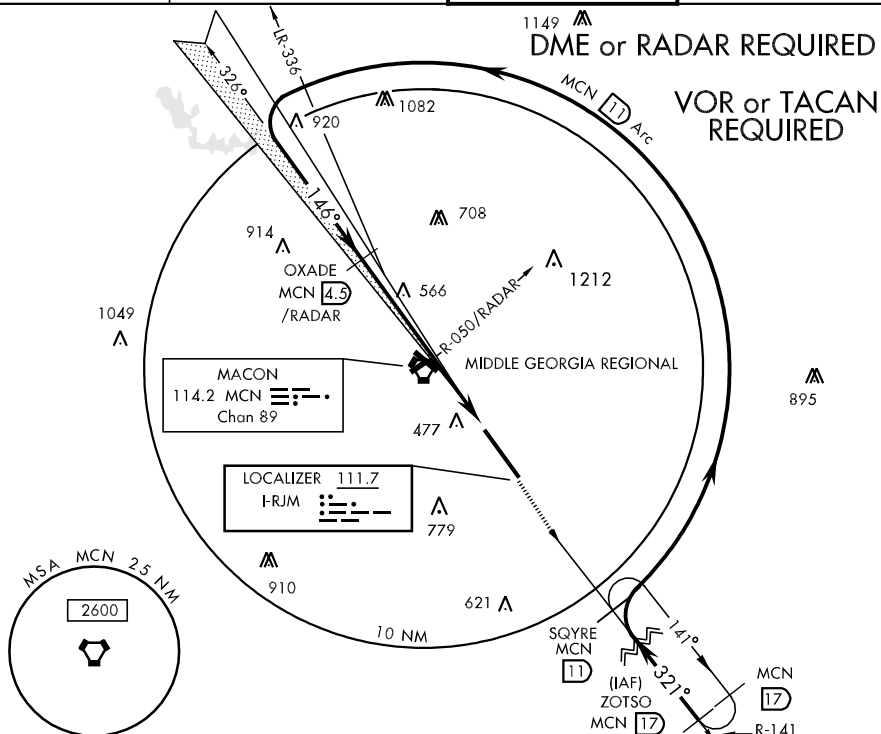
124.2 279.6

ROBINS TOWER

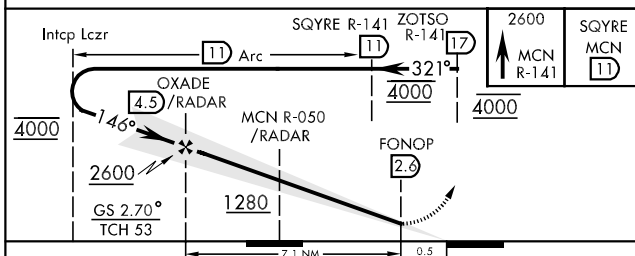
**133.225 320.1**

GND CON

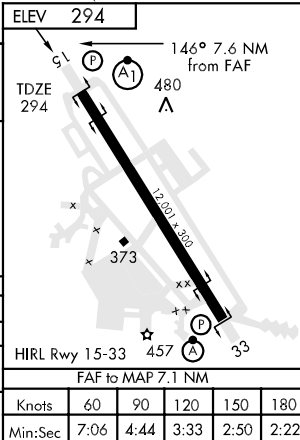
**121.85 275.8**



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 15 *	494/24		200	(200-½)	
S-LOC/ ** DME 15	680/24 386 (400-½)		680/40 386 (400-¾)		
CIRCLING ***	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)



LOC I-WRB <b>110.1</b>	APCH CRS <b>326°</b>	Rwy Idg <b>12,001</b> TDZE <b>275</b> Arpt Elev <b>294</b>	AL-442 [USAF]	ROBINS AFB (KWRB)
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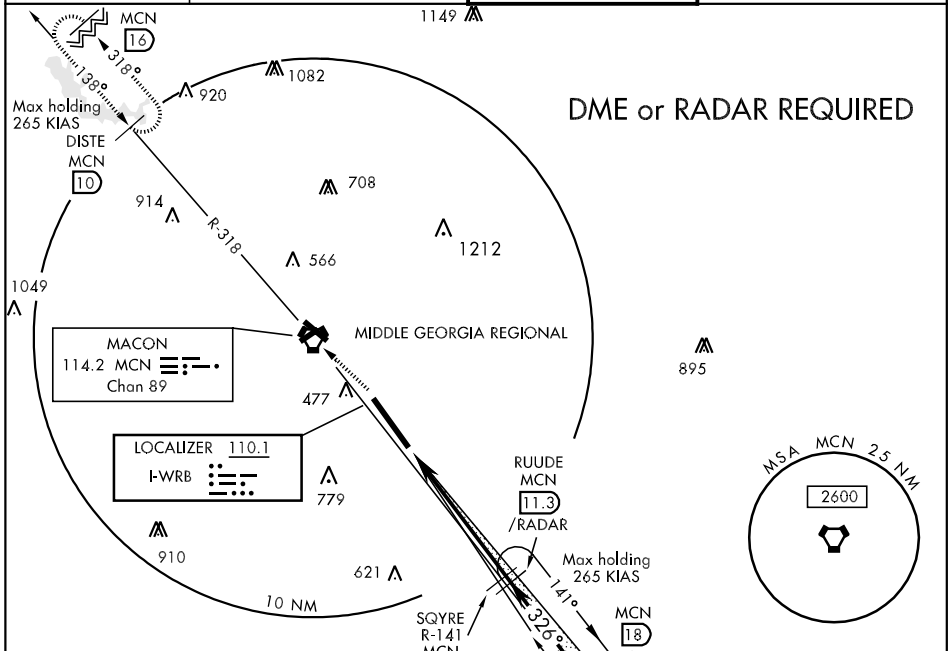
\* When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
 CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.  
 \*\*\* Circling not authorized W of Rwy 15-33.

ALSF-2

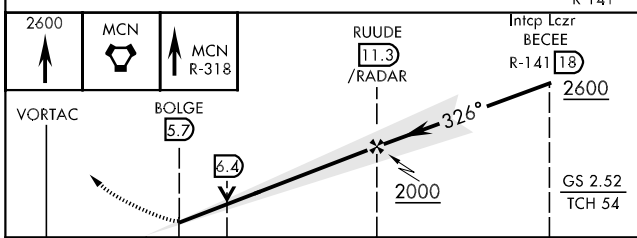


MISSED APPROACH: To 2600  
 to MCN VORTAC then out MCN  
 R-318 to DISTE and hold.

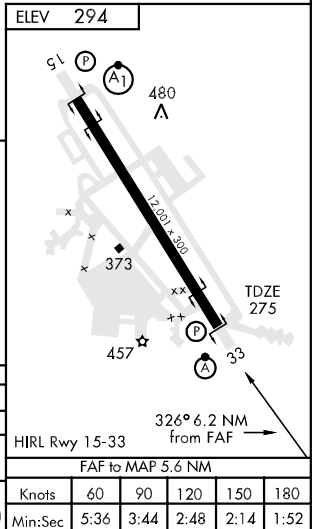
ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 33 *	475/24		200	(200-½)	
S-LOC/ **	680/24	405 (400-½)	680/40	405 (400-¾)	680/50
DME 33					405 (400-1)
CIRCLING ***	780-1	486 (500-1)	780-1½	860-2	960-2¼
			486 (500-1½)	566 (600-2)	666 (700-2¼)



VORTAC MCN <b>114.2</b> Chan <b>89</b>	APCH CRS <b>318°</b>	Rwy Idg <b>12,001</b> TDZE <b>275</b> Arpt Elev <b>294</b>
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AL-442 [USAF]

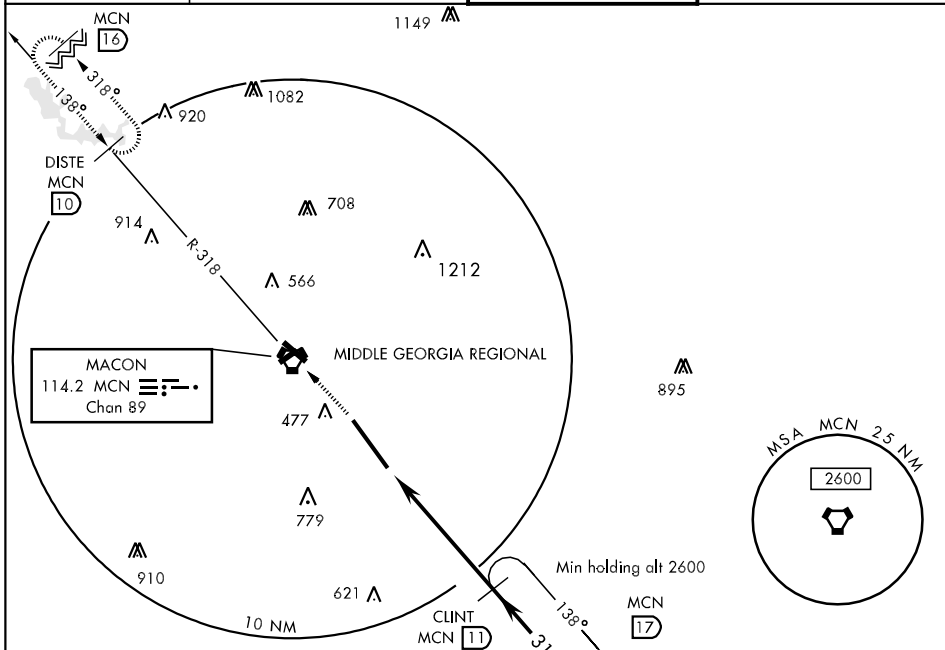
ROBINS AFB (KWRB)

- \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
- \*\* Circling not authorized W of Rwy 15-33.

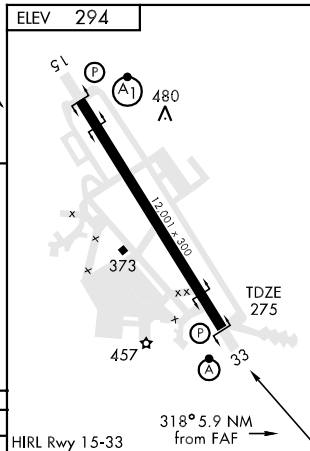
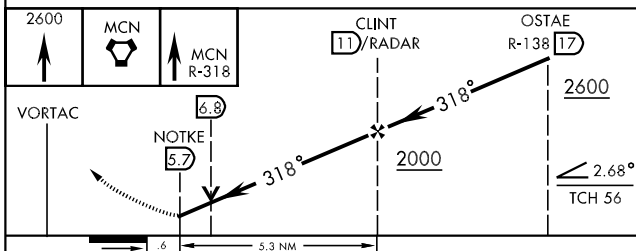


MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VORTAC MCN <b>114.2</b> Chan <b>89</b>	APCH CRS <b>318°</b>	Rwy Idg <b>12,001</b> TDZE <b>275</b> Arpt Elev <b>294</b>
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AL-442 [USAF]

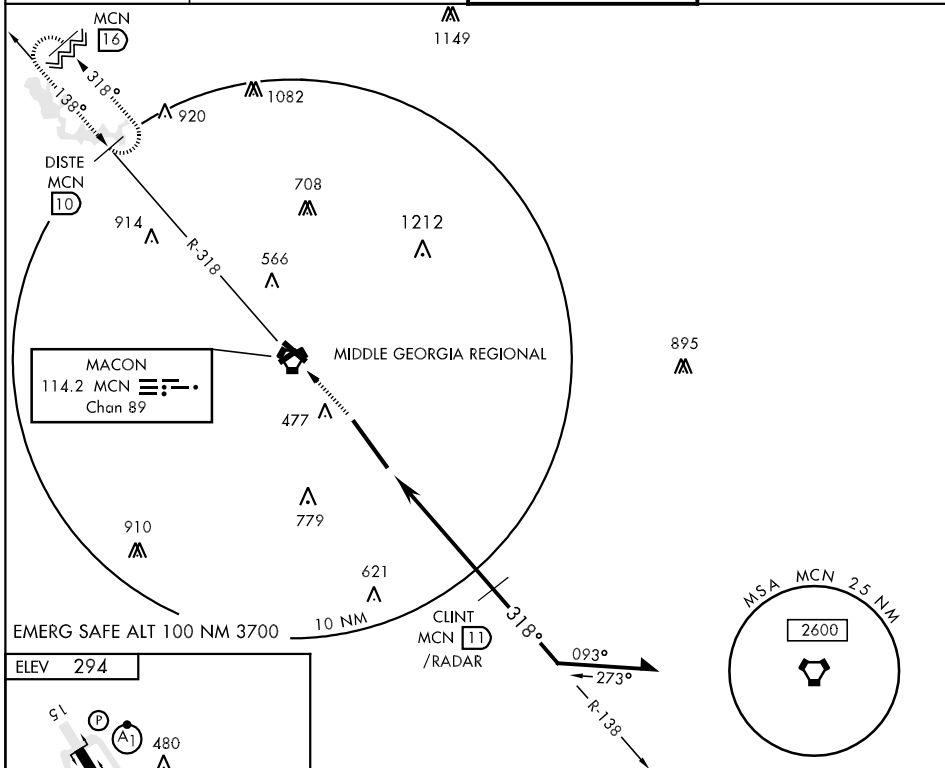
ROBINS AFB (KWRB)

- \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
- \*\* Circling not authorized W of Rwy 15-33.



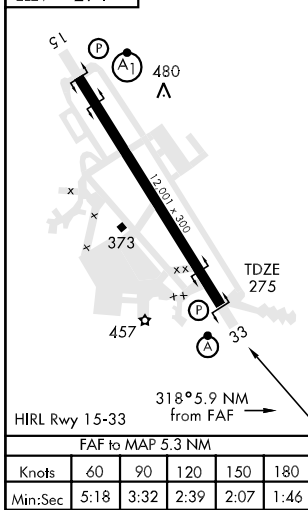
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700

ELEV 294



2600	MCN	MCN R-318	CLINT 11 /RADAR				Remain within 15 NM
VORTAC	NOTKE 5.7	6.8	138°				2600
			318°				2000
			2.68°				TCH 56
CATEGORY		A	B	C	D	E	
S-33 *		780/24	505 (500-½)	780/50	505 (500-1)	780/60 505 (500-1¼)	
CIRCLING **		780-1	486 (500-1)	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)	

VORTAC MCN <b>114.2</b> Chan <b>89</b>	APCH CRS <b>134°</b>	Rwy Idg <b>12,001</b> TDZE <b>294</b> Arprt Elev <b>294</b>
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AL-442 [USAF]

ROBINS AFB (KWRB)

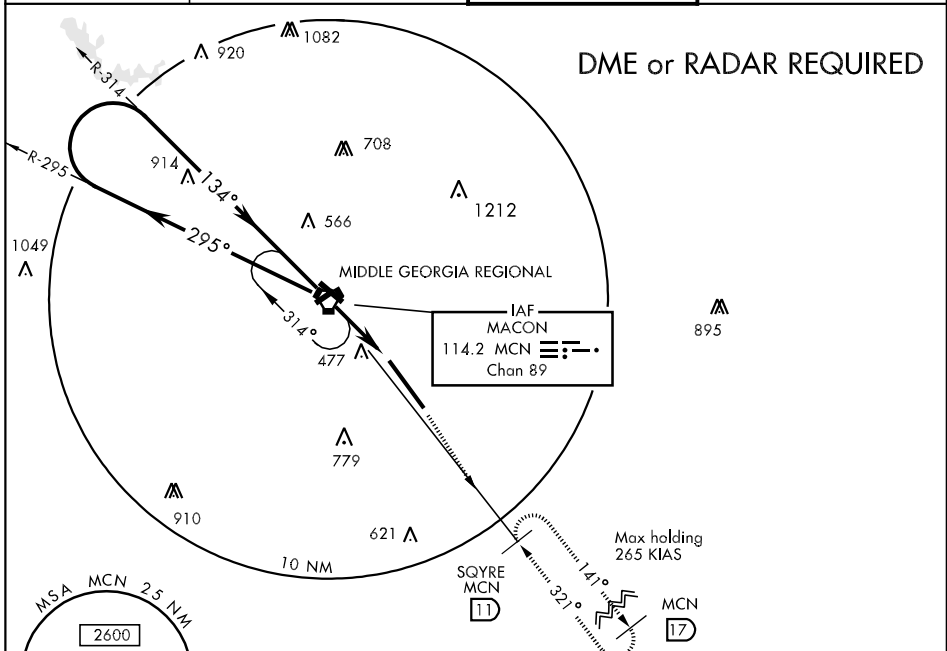
\*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 1½ mile, CAT DE vis to 1¾ mile.  
\*\*Circling not authorized W of Rwy 15-33.

ALSF-1

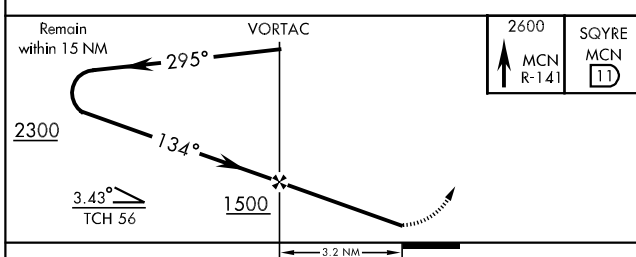


MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

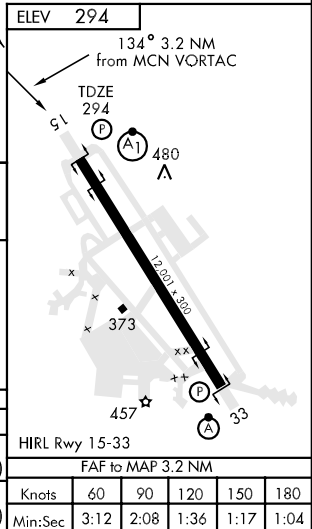
ATIS <b>119.475 233.4</b>	ATLANTA APP CON <b>124.2 279.6</b>	ROBINS TOWER <b>133.225 320.1</b>	GND CON <b>121.85 275.8</b>
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EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-15 *	840/24	546 (600-½)	840/50 546 (600-1)	840/60 546 (600-1½)	840-1½ 546 (600-1½)
CIRCLING **	840-1	546 (600-1)	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)





WAAS CH <b>62809</b> <b>W13A</b>	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev <b>4020</b> <b>646</b> <b>646</b>
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# RNAV (GPS) RWY 13

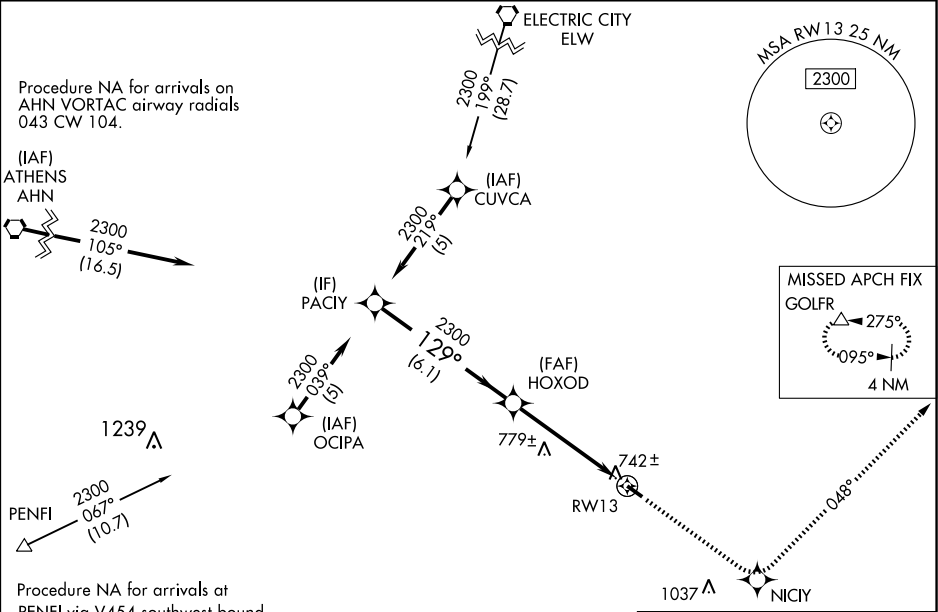
WASHINGTON-WILKES COUNTY (IYY)

**⚠ NA**

When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1082, LNAV/VNAV DA to 1098, and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:**  
Climb to 2400 direct NICIY and via 048° track to GOLFR and hold.

AWOS-3 <b>118.375</b>	ATLANTA APP CON ★ <b>127.5 316.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
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Procedure Turn NA

PACIY

HOXOD

2400

NICIY

048° TRK

GOLFR

2300

129°

2300

RW13

GS 3.00° TCH 33

6.1 NM

5 NM

CATEGORY	A	B	C	D
LPV DA	996-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1012-1¼ 366 (400-1¼)			NA
LNAV MDA	1040-1 394 (400-1)			NA
CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1½ 454 (500-1½)	NA

ELEV 646

129° to RW13

TDZE 646

4020 X 75

0.3% UP

31

MIRL Rwy 13-31 0

SE-4, 17 DEC 2009 to 14 JAN 2010

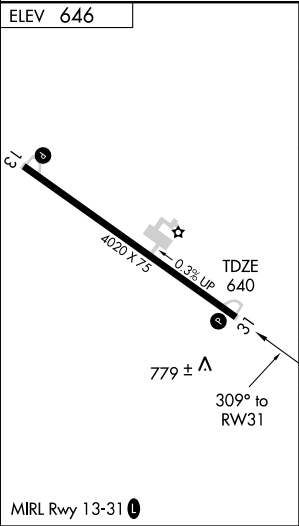
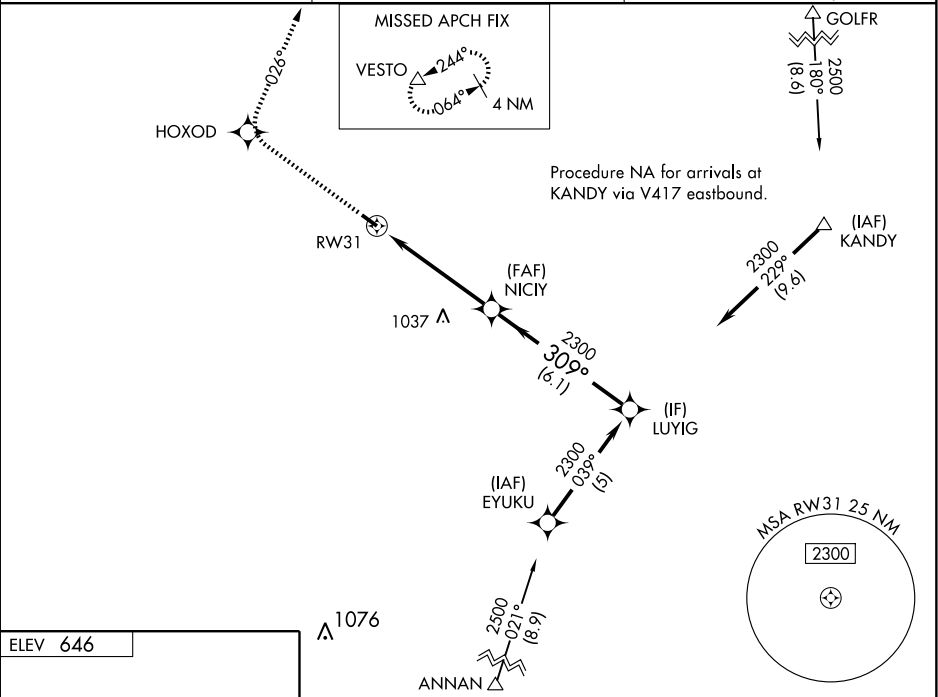
WAAS CH <b>45609</b> <b>W31A</b>	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>4020</b> <b>640</b> <b>646</b>
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RNAV (GPS) RWY 31  
WASHINGTON-WILKES COUNTY (IYY)

**Baro-VNAV NA** when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1078, LNAV/VNAV DA to 1135, and all MDA 100 feet; increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. C visibility to ½ mile.

**MISSED APPROACH:** Climb to 2500 direct HOXOD and via 026° track to VESTO and hold.

AWOS-3 <b>118.375</b>	ATLANTA APP CON ★ <b>127.5 316.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
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	2500	HOXOD	TRK 026°	VESTO					Procedure Turn NA
					NICY		LUYIG		
					2300		2300		
					309°		2300		
					2300				GS 3.00° TCH 32
					5.1 NM		6.1 NM		
CATEGORY		A		B		C		D	
LPV DA		992-1¼		352 (400-1¼)				NA	
LNAV/VNAV DA		1049-1½		409 (500-1½)				NA	
LNAV MDA		1180-1		540 (600-1)		1180-1½ 540 (600-1½)		NA	
CIRCLING		1180-1		534 (600-1)		1180-1½ 534 (600-1½)		NA	

VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>111°</b>	Rwy Idg <b>4020</b> TDZE <b>645</b> Apt Elev <b>645</b>
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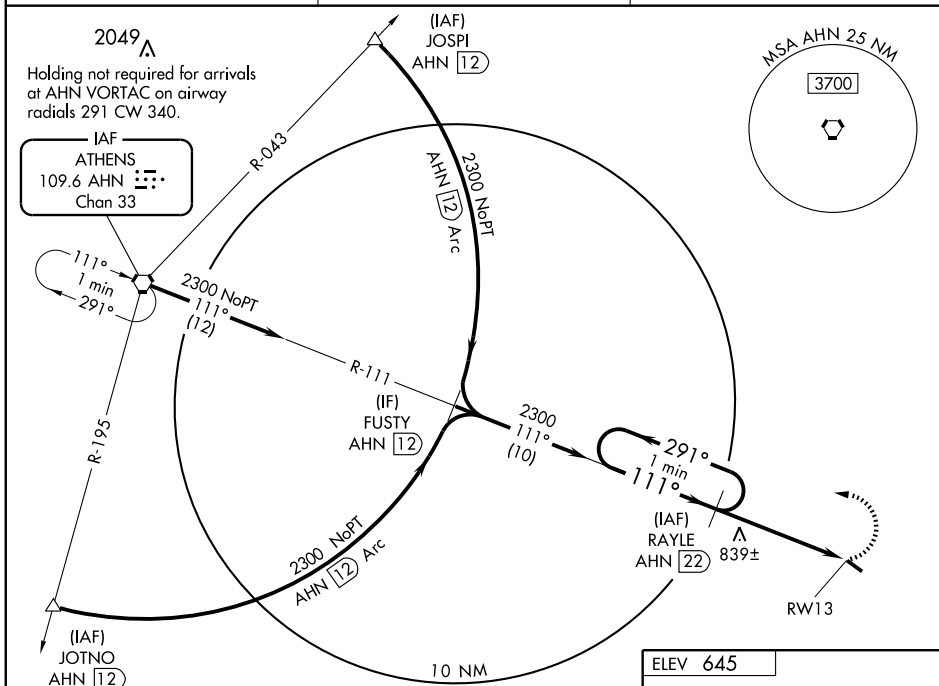
VOR/DME RWY 13  
WASHINGTON-WILKES COUNTY (IIY)

**T**  
**A** NA  
Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Athens  
altimeter setting and increase all MDAs 100 feet.

**MISSED APPROACH:** Climbing left turn to 2300  
via AHN R-111 to RAYLE/22 DME and hold.

AWOS-3  
118.375

ATLANTA APP CON ★  
127.5 316.05

UNICOM  
122.7 (CTAF) **L**

## One Minute Holding Pattern

RAYLE  
AHN 22

2300  
AHN R-11  
109.6

RAYLE  
AHN 22

AHN 27

5 NM

CATEGORY	A	B	C	D
S-13	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA
CIRCLING	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA

ELEV 645

111° 5 NM  
from FAF

645

4020 X 75 0.3% UP

MIRL Rwy 13-31 **L**



WAAS CH <b>45509</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg TDZE <b>6000</b> Apt Elev <b>141</b> <b>142</b>
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# RNAV (GPS) RWY 18

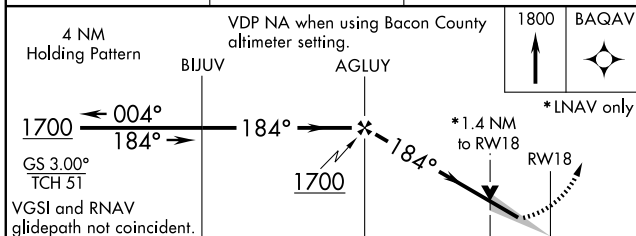
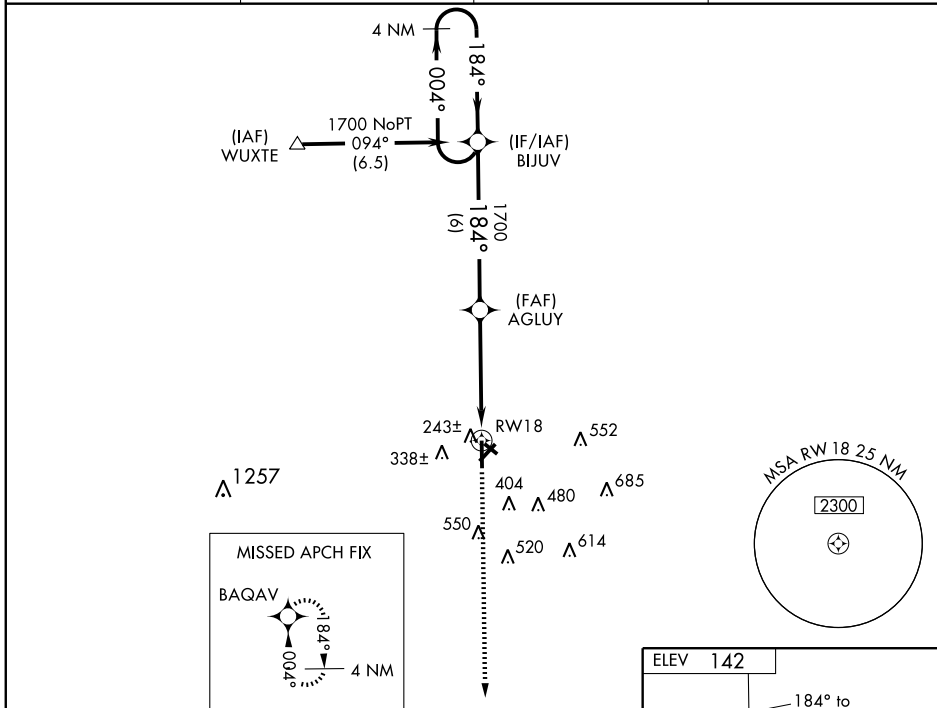
## WAYCROSS-WARE COUNTY (A YS)

**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet.  
**▲** For inoperative MALSR, increase LPV all Cats visibility to 1.

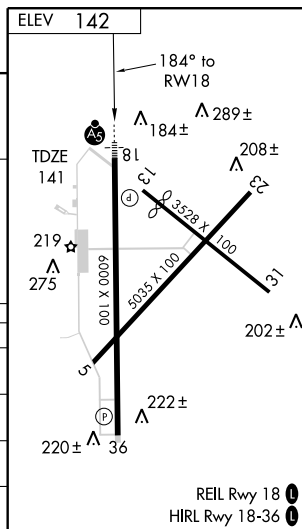
MALSR  


MISSED APPROACH:  
 Climb to 1800 direct  
 BAQAV and hold.

AWOS-3 <b>118.575</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>U</b>
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CATEGORY	A	B	C	D
LPV DA	400-1/2 259 (300-1/2)			
RNAV/VNAV DA	NA			
RNAV MDA	620-1/2 479 (500-1/2)	620-3/4 479 (500-3/4)	620-1 479 (500-1)	
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1 558 (600-1/2)	720-2 578 (600-2)



REIL Rwy 18 **U**  
 HIRL Rwy 18-36 **U**

WAAS CH <b>56209</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy Idg TDZE <b>141</b> Apt Elev <b>142</b>	<b>6000</b>
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# RNAV (GPS) RWY 36

## WAYCROSS-WARE COUNTY (A YS)

**▼** If local altimeter setting not received, use Bacon County  
altimeter setting and increase all DAs/MDAs 60 feet.  
**▲** DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to  
1700 direct BIJUV and hold.

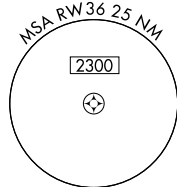
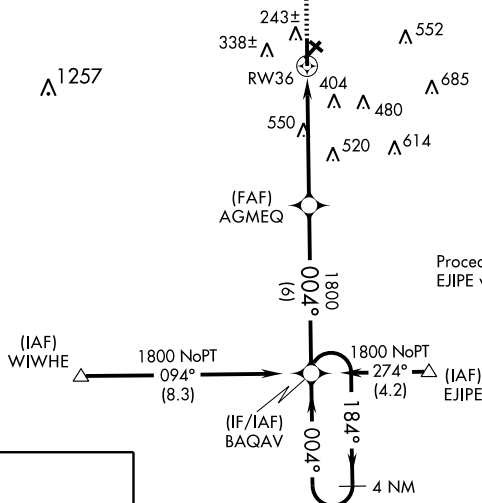
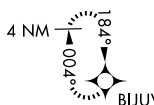
AWOS-3  
**118.575**

JACKSONVILLE CENTER  
**132.3 290.4**

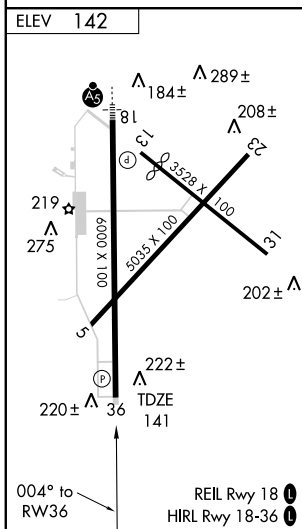
GCO  
**121.725**

UNICOM  
**122.8** (CTAF) **0**

MISSED APCH FIX



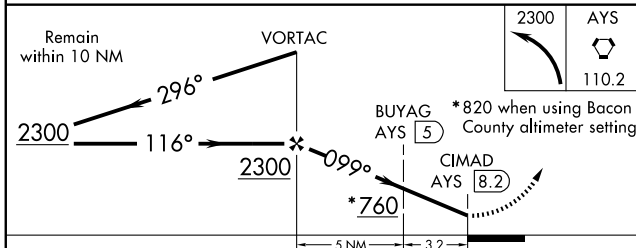
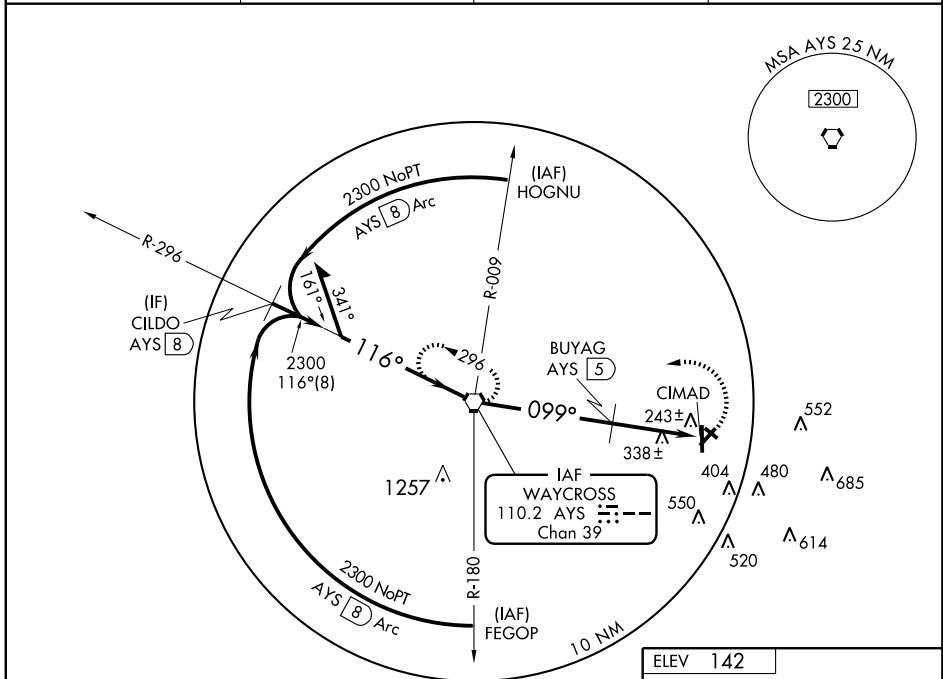
ELEV **142**



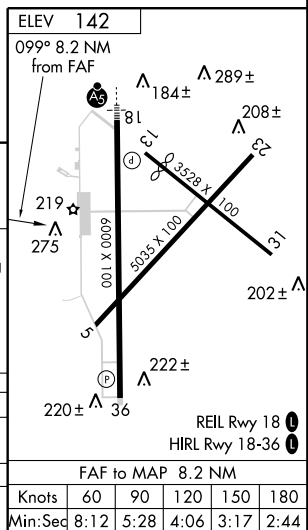
1700	BIJUV	VDP NA when using Bacon County altimeter setting.			
*LNAV only		AGMEQ	BAQAV	4NM Holding Pattern	
RW36		2.1 NM to RW36	004°	184°	1800
		2.9 NM	004°	1800	GS 3.00° TCH 50
		6 NM	004°	1800	VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D	
LPV DA	400-1 259 (300-1)				
LNAV/VNAV DA	NA				
LNAV MDA	860-1	719 (800-1)	860-2 719 (800-2)	860-2 1/4 719 (800-2 1/4)	
CIRCLING	860-1	718 (800-1)	860-2 718 (800-2)	860-2 1/4 718 (800-2 1/4)	

VORTAC AYS <b>110.2</b> Chan <b>39</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>142</b>
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<b>▼</b> If local altimeter setting not received, use Bacon County altimeter setting and increase all MDAs 60 feet.		MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.	
AWOS-3 <b>118.575</b>	JACKSONVILLE CENTER <b>132.3 290.4</b>	GCO <b>121.725</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>



CATEGORY	A	B	C	D
CIRCLING	760-1 618 (700-1)	760-1 618 (700-1)	760-1 3/4 618 (700-1 3/4)	760-2 618 (700-2)
BUYAG FIX MINIMUMS				
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1 1/2 558 (600-1 1/2)	720-2 578 (600-2)



NDB RWY 8

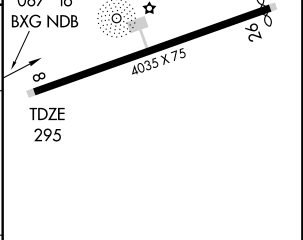
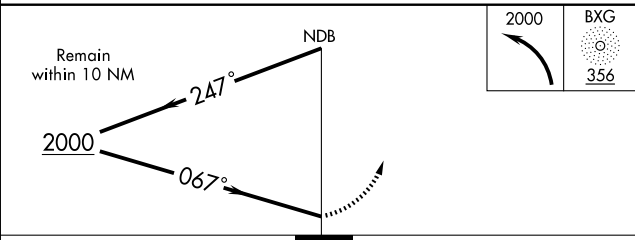
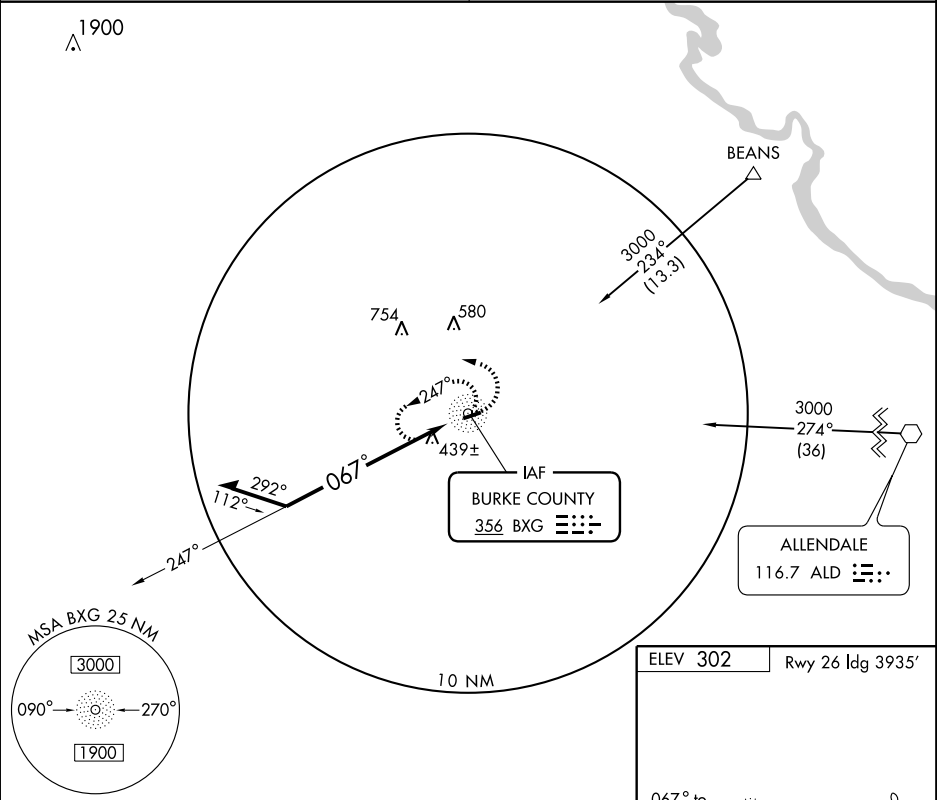
WAYNESBORO/ BURKE COUNTY (BXG)

NDB BXG	APP CRS	Rwy Idg	4035
356	067°	TDZE	295
		Apt Elev	302

▼  
▲ NA Use Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in BXG NDB holding pattern.

AUGUSTA APP CON ★ 126.8 270.3	CTAF 122.9 0
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CATEGORY	A	B	C	D
S-8	900-1 605 (600-1)		900-1¾ 605 (600-1¾)	NA
CIRCLING	900-1 598 (600-1)		900-1¾ 598 (600-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					



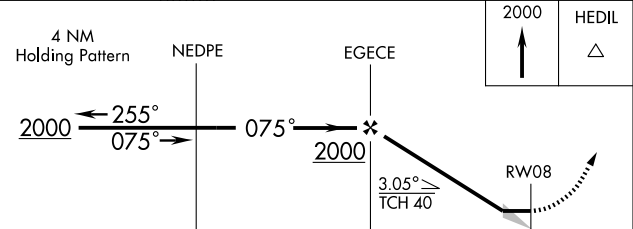
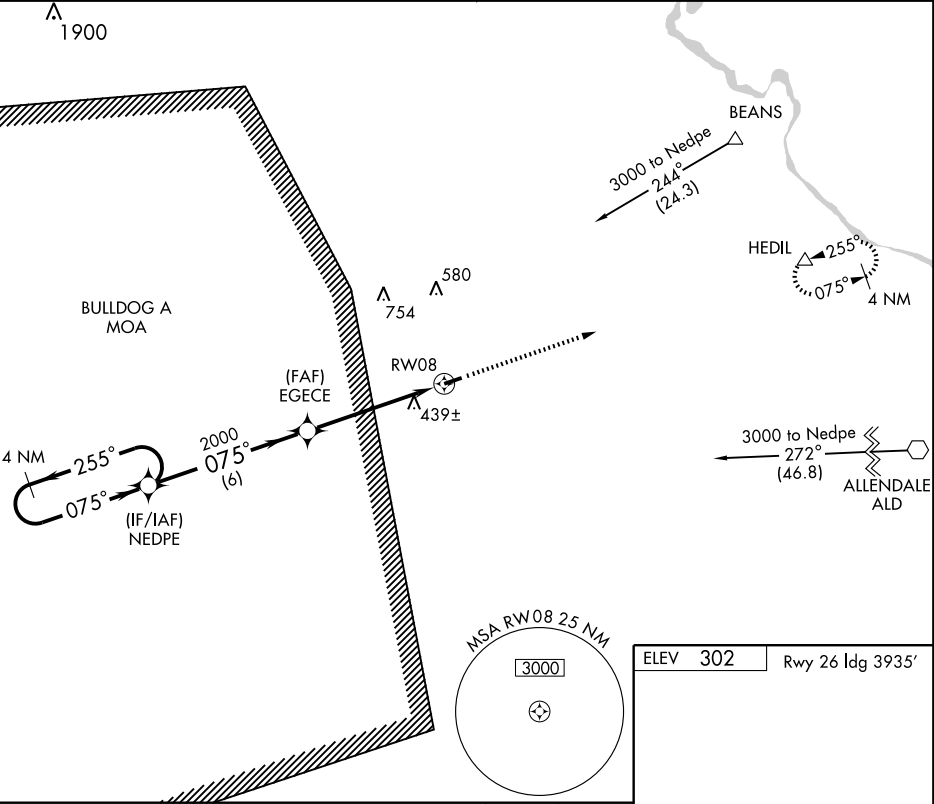
APP CRS	Rwy Idg	4035
075°	TDZE	295
	Apt Elev	302

RNAV (GPS) RWY 8  
WAYNESBORO/ BURKE COUNTY (BXG)

**▼** Use Augusta Rgnl at Bush Field altimeter setting.  
**▲ NA** GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HEDIL and hold.

AUGUSTA APP CON ★ 126.8 270.3	CTAF 122.9
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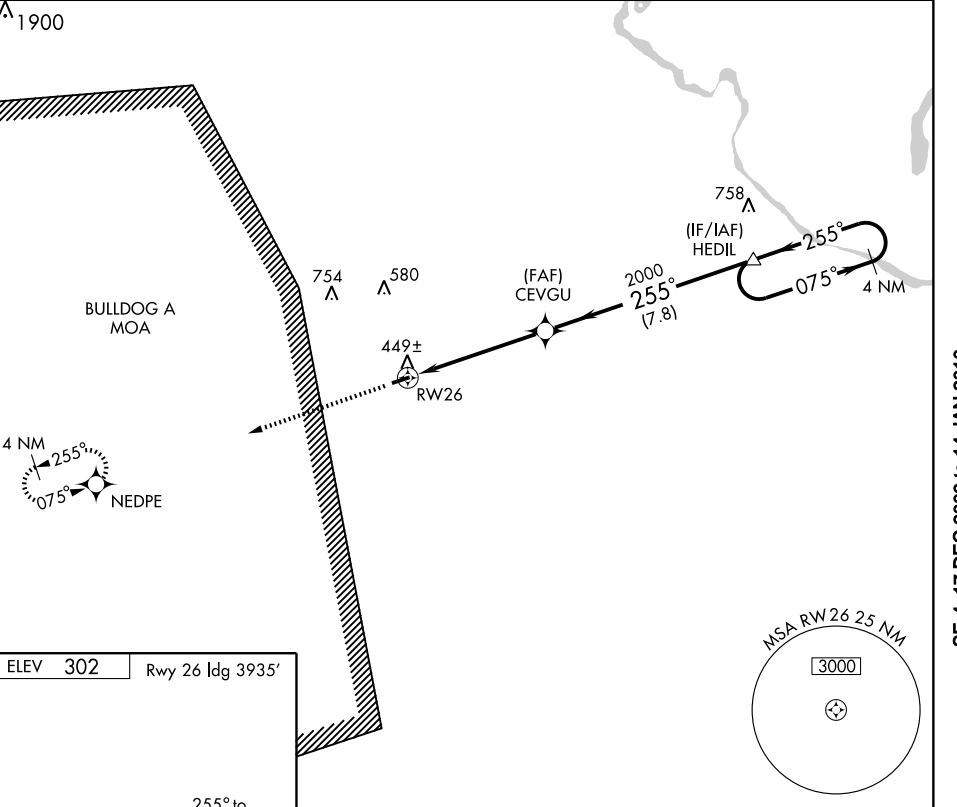
CATEGORY	A	B	C	D
LNAV MDA	800-1 505 (500-1)		800-1½ 505 (500-1½)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

ELEV 302 Rwy 26 Idg 3935'

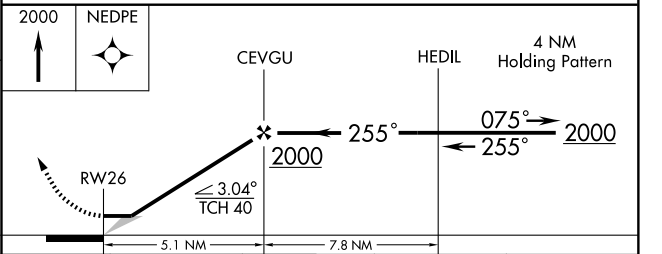
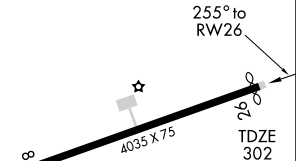
MIRL Rwy 8-26

APP CRS	Rwy Idg	3935
255°	TDZE	302
	Apt Elev	302

<div><div>▼</div><div>▲ NA</div></div> <div>Use Augusta Rgnl at Bush Field altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 2000 direct NEDPE and hold.
AUGUSTA APP CON ★ 126.8 270.3	CTAF 122.90



ELEV 302	Rwy 26 Idg 3935'
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CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

**MISSED APPROACH:** Climb to 1400, then climbing right turn to 2500 direct BMW NDB and hold.

UNICOM  
123.0 (CTAF) **L**


## ADF REQUIRED

LOCALIZER 111.5  
I-DR  $\ddot{\vdots}$

— IAF —  
BARROW COUNTY  
404 BMW 

MSA BMW 25 NM

3700

ATHENS  
109.6 AHN 

2500  
-267°  
(13.2)

(IAF)  
DACHA

2400 NoPT  
311° (3.6)




ELEV 943

REIL Rwy 31 **L**HIRL Rwy 13-31 **L**

MIRL Rwy 5-23 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1400 	2500 	BMW  <u>404</u>
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NDB

Remain  
within 10 NM

2400

← 4.4 NM

CATEGORY

S-LOC-31

	B	
1320-1	400 (400-1)	

---

C

	1320-1¼
	400 (400-1¼)

## CIRCLING

1440-1  
497 (500-1)

1500-1  
557 (600-

$$\frac{1500 - 1\frac{1}{2}}{557 (600 - 1\frac{1}{2})}$$
$$\frac{1520-2}{577(600-2)}$$

SE-4. 17 DEC 2009 to 14 JAN 2010

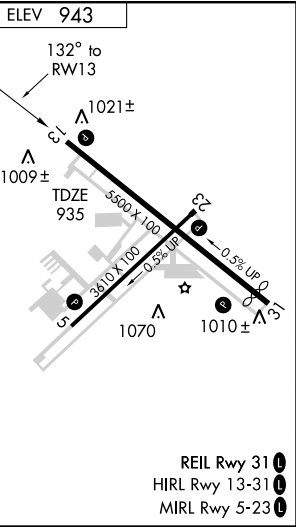
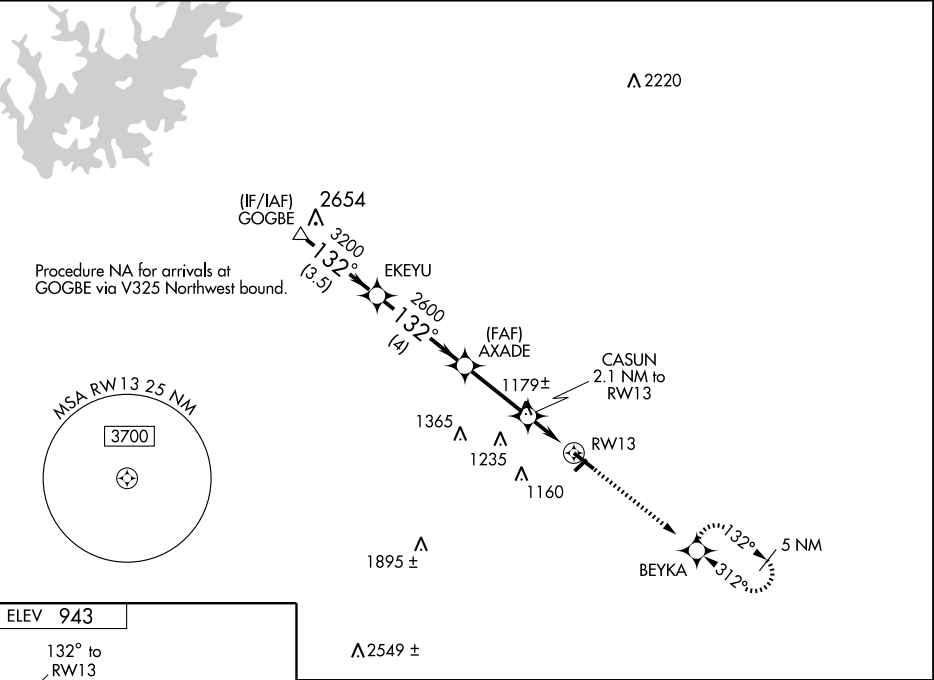
WAAS CH <b>90305</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>935</b> <b>943</b>
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AL-5360 (FAA)

RNAV (GPS) RWY 13  
WINDER/BARROW COUNTY (WDR)

<p>Baro-VNAV NA when using Athens altimeter setting. If local altimeter setting not received, use Athens altimeter setting and increase all DAs/MDAs 60 feet.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.</p> <p>Visibility reduction by helicopters NA.</p>	MISSED APPROACH: Climb to 2500 direct BEYKA and hold.
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AWOS-3 <b>118.575</b>	ATLANTA APP CON * <b>132.475 291.1</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF) 0</b>
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	GOGBE VGSI and RNAV glidepath not coincident.		2500	BEYKA
	3700	EKEYU	AXADE	CASUN 2.1 NM to RW13
	Procedure Turn NA	3200	132°	*LNAV Only
	GS 3.00°	2600	*1660	RW13
	TCH 55	3.5 NM	4 NM	2.9 NM
CATEGORY	A	B	C	D
LPV DA	1252-1		317 (400-1)	
LNAV/VNAV DA	1418-1 <sup>3</sup> / <sub>4</sub>		483 (500-1 <sup>3</sup> / <sub>4</sub> )	
LNAV MDA	1300-1		365 (400-1)	
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1 <sup>1</sup> / <sub>2</sub> 557 (600-1 <sup>1</sup> / <sub>2</sub> )	1500-2 557 (600-2)

▼

Baro-VNAV NA when using Athens altimeter setting. If local altimeter setting not received, use Athens altimeter setting and increase all DAs/MDAs 60 feet.

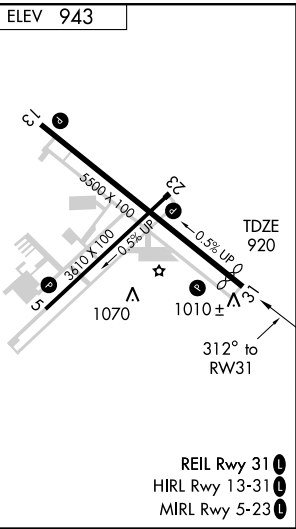
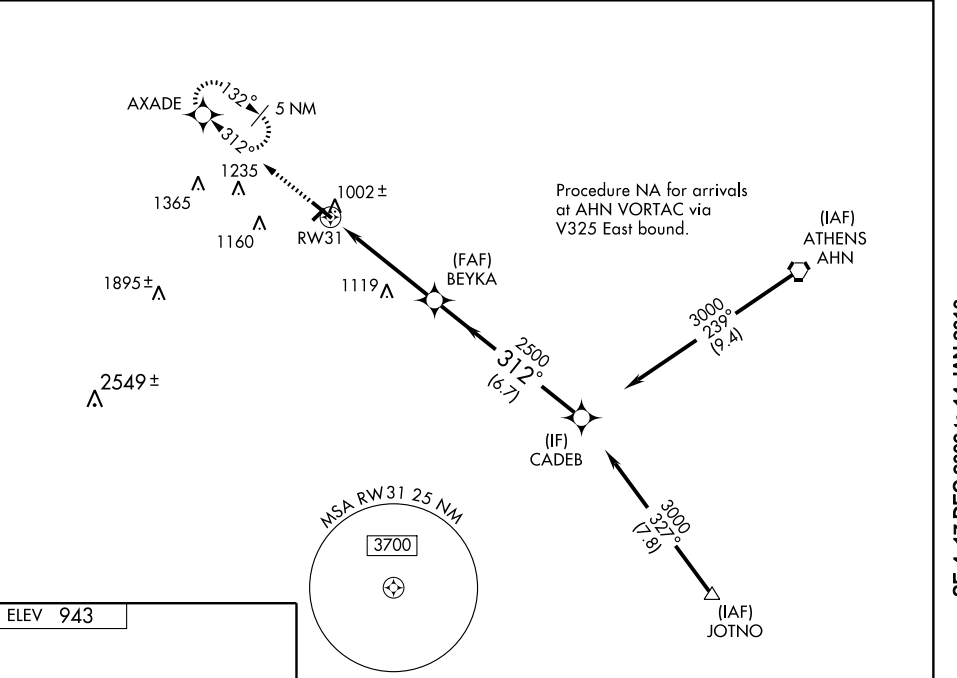
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct AXADE and hold.

AWOS-3 <b>118.575</b>	ATLANTA APP CON * <b>132.475 291.1</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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2600 AXADE VGSi and RNAV glidepath not coincident.				
CATEGORY	A	B	C	D
LPV DA	1214-1		294 (300-1)	
LNAV/VNAV DA	1272-1¼		352 (400-1¼)	
LNAV MDA	1400-1	480 (500-1)	1400-1¼ 480 (500-1¼)	1400-1½ 480 (500-1½)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>277°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>943</b>
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VOR/DME or GPS-A  
WINDER/BARROW COUNTY (WDR)

**T**  
**A** NA Use Athens altimeter setting.

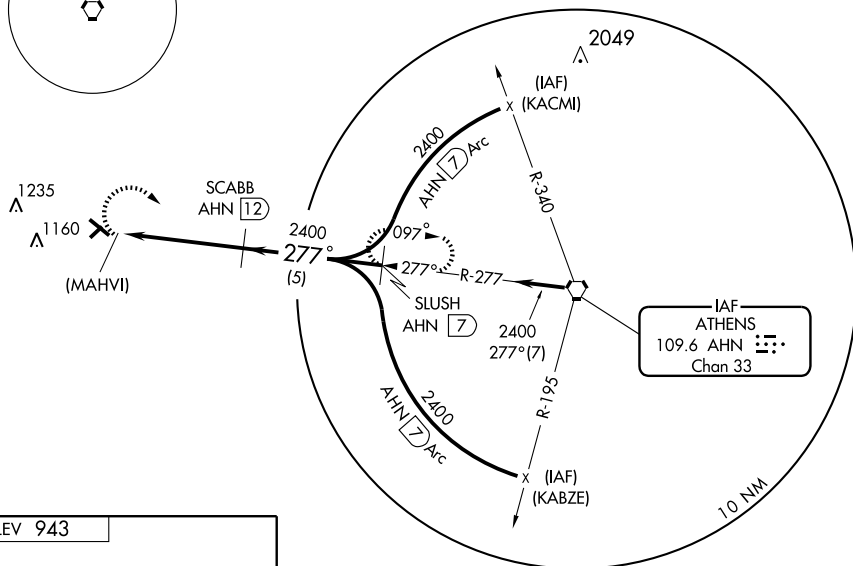
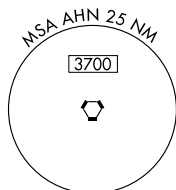
**MISSED APPROACH:** Climbing right turn to 2400  
via AHN R-277 to SLUSH 7 DME and hold.

AWOS-3  
118.575

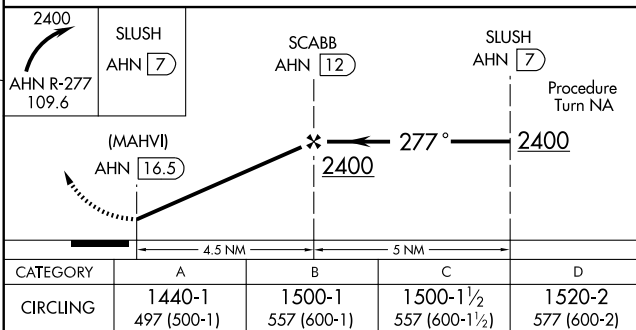
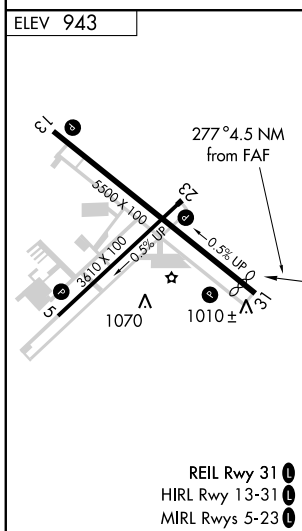
ATLANTA APP CON ★  
132.475 291.1

GCO  
121.725

UNICOM  
123.0 (CTAF) **L**



SE-4, 17 DEC 2009 to 14 JAN 2010



VORTAC AHN <b>109.6</b> Chan <b>33</b>	APP CRS <b>225°</b>	Rwy Idg <b>3610</b> TDZE <b>929</b> Apt Elev <b>943</b>
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## AL-5360 (FAA)

WINDER/BARROW COUNTY (WDR)



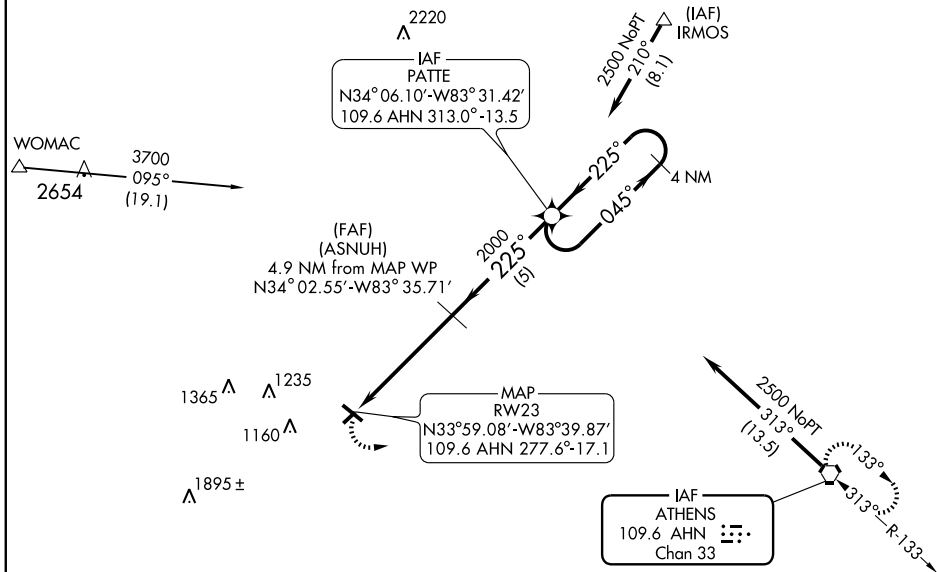
**MISSED APPROACH:** Climbing left turn to 2500 direct AHN VORTAC and hold.

AWOS-3  
118.575

ATLANTA APP CON ★  
132.475 291.1

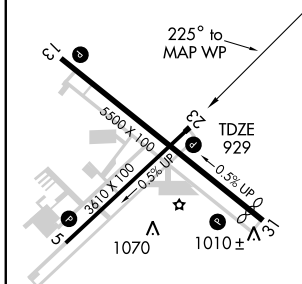
GCO  
121.725

UNICOM  
123.0 (CTAF) **L**



SE-4. 17 DEC 2009 to 14 JAN 2010

ELEV	943
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REIL Rwy 31 **L**  
HIRL Rwy 13-31 **L**  
MIRL Rwy 5-23 **L**

